

ASRS Database Report Set

Fuel Management Issues

Report Set Description.....A sampling of reports referencing incidents of fuel mismanagement, and operational concerns for fuel planning.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....47

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199901

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PSM

State Reference : NH

Altitude.MSL.Bound Lower : 5500

Altitude.MSL.Bound Upper : 5500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : M-20 J (201)

Component / 1

Aircraft Component : Reciprocating Engine Assembly

Aircraft Reference : X

Problem : Improperly Operated

Component / 2

Aircraft Component : Fuel Distribution System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1000

ASRS Report : 427283

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Other : Not Resolved Other

Resolatory Action.Other : Unspecified

Consequence.FAA : Investigated

Narrative :

WHILE IN CRUISE FLT, I SWITCHED TANKS AND FOUND THAT THE OTHER TANK WAS NOT DELIVERING FUEL. I SUSPECTED AN ICED- UP FUEL LINE. I SWITCHED BACK TO THE OTHER TANK AND DECIDED TO DIVERT TO PEASE ARPT. THE ENG QUIT DUE TO FUEL STARVATION DURING THE DSCNT. ON THE GND, THE TANK WITH THE BLOCKAGE WAS FOUND WITH 15 GALS OF FUEL. THE OTHER TANK WAS EMPTY.

Synopsis :

PLT OF A MOONEY MO2J MADE FORCED LNDG ON A CTLED ARPT AFTER THE ENG QUIT DUE TO FUEL STARVATION. PLT FOUND THAT THE FUEL LINE TO AVAILABLE FUEL WAS PLUGGED WITH ICE.

Time

Date : 199902

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : DRT

State Reference : TX

Altitude.MSL.Bound Lower : 0

Altitude.MSL.Bound Upper : 3600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cardinal 177/177rg

Component / 1

Aircraft Component : Fuel Storage System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 243

Experience.Flight Time.Last 90 Days : 44

Experience.Flight Time.Type : 23

ASRS Report : 427746

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.None Taken : Unable

Resolatory Action.Other : Unspecified

Narrative :

PLT AND PAX WERE ENRTE WITH FLT FOLLOWING FROM AUS TO DRT. ZHU HANDED US OFF TO DEL RIO APCH. WE WERE CLRED TO LAUGHLIN VOR THEN DIRECT DRT. WE HAD A SERIES OF LETDOWNS FROM 6500 FT MSL. FIRST LETDOWN WAS TO 5500 FT MSL. SECOND WAS TO 3600 FT MSL AND WE WERE TO HOLD THIS ALT UNTIL 5 MI FROM THE LAUGHLIN VOR. WHEN WE WERE CLRED TO 3600 FT MSL, THE CARDINAL 177 WAS TRIMMED FOR A 900 FPM DSCNT. WHILE DSCNTING, WE PASSED THE LAUGHLIN VOR AND TURNED ON COURSE TO DRT. ACFT WAS BEING LEVELED STARTING AT 3690 FT. WHILE INCREASING MANIFOLD PRESSURE TO RESUME LEVEL FLT, THE ENG WOULD NOT INCREASE IN PWR FROM WHAT FELT LIKE A HIGH IDLE. ENG OUT EMER PROCS WERE STARTED IMMEDIATELY AND PAX WAS NOTIFIED THAT WE HAVE A PROB. MIXTURE WAS IN FOR THE DSCNT. PROP WAS ALREADY ADVANCED TO 2500 RPM, ELECTRIC FUEL BOOST WAS ON, FUEL PRESSURE READ NORMAL, AND TANKS WERE STILL SWITCHED AT 'BOTH.' I DECLARED 'MAYDAY, MAYDAY, MAYDAY,' TO DEL RIO APCH, 'ENG OUT, AM RETURNING TO AND NEED TO LAND LAUGHLIN AFB, ASAP, REQUESTING PERMISSION TO LAND.' DURING THE TURN BACK TO LAUGHLIN AFB, I PULLED THE THROTTLE TO A COMPLETE IDLE AND THEN SLOWLY ADVANCED BACK TO FULL THROTTLE WHILE ROCKING THE ACFT'S WINGS. THERE WAS NO INCREASE IN PWR. DEL RIO APCH CLRED US FOR IMMEDIATE LNDG AND REQUESTED WE USE THE MIDDLE OF 3 RWYS. I ANNOUNCED THAT I WAS ON FINAL FOR THE R MOST RWY AS IT WAS CLOSEST. DEL RIO APCH ONCE AGAIN SAID THAT THEY NEED CARDINAL IN EMER TO USE THE MIDDLE RWY AND IN THE SAME SENTENCE THEY ISSUED AN IMMEDIATE BREAK-OUT COMMAND TO A DEPARTING AND ONCOMING T37. I RESPONDED THAT CARDINAL UNDERSTANDS AND WILL USE MIDDLE RWY. WE HAD AN UNEVENTFUL LNDG AND EXITED TXWY D AS INSTRUCTED. ENG AND ACFT WAS SHUT DOWN IN PROPER ORDER AND THE EMER RESPONSE TEAM WAS ENRTE TO GREET US. I SUMPED BOTH WINGS AND THE FUEL STRAINER AND SAW NO FUEL SHORTAGE PROB. HOWEVER, TANK INSPECTION SHOWED COMPLETE FUEL EXHAUSTION. MISINFO, MISMGMT, AND MECHANICAL PROBS ARE THE 3 AREAS CONTRIBUTING TO FUEL EXHAUSTION INCIDENTS. WE WILL REVIEW EACH AREA. INFO: THE CARDINAL 177 OPERATING MANUAL SAYS THE ACFT HOLDS 25 GALS EACH SIDE WITH 24.5 GALS USABLE. THE FUEL CAP PLACARD ON EACH WING SAYS ONLY 24.0 GALS ARE USABLE. WE USE THE LOWER NUMBER FOR FLT PLANNING AND THEREFORE HAVE 48 GALS USABLE. OUR FLTS USED PWR CHART SETTINGS THAT INDICATE 9.7 GPH BURN. THAT WOULD YIELD 4.95 HRS FLYING TIME. GAS/TRIP FACTS: AFTER A XCOUNTRY TRIP ON JAN/XX/99, THE ACFT WAS FILLED WITH GAS FOR STORAGE AT LOCKHART ARPT, 50R. ON FEB/XX/99, PRIOR TO A TRIP TO BRAZORIA COUNTY ARPT (LBX), VISUAL INSPECTION REVEALED THE ACFT WAS STILL FULL IN BOTH TANKS. THE FLT TIME TO LBX WAS EXACTLY 1 HR. THE ACFT WAS FILLED AT LBX DUE TO A RETURN NIGHT FLT TO 50R THEN ON TO AUSTIN MULLER (AUS) FOR OVERNIGHT PARKING. THE FILL-UP AT LBX REQUIRED 9.37 GALS. (SEE ENCLOSED RECEIPT.) THIS REAFFIRMED TO ME THAT THE FUEL BURN WAS AS DETERMINED IN THE ACFT PWR CHARTS. THE RETURN TRIP TO 50R AND THEN TO AUS REQUIRED 1 HR 28 MINS. FOR FLT PLANNING WE ASSUMED CONSERVATIVELY THAT WE USED A FULL 2 HRS FUEL BURN FOR THIS LEG. WE KNEW THE NEXT DAY WE WOULD LEAVE AUS FOR DEL RIO (DRT) AND WE ESTIMATED 2 HRS TRIP TIME. WE KNEW WE HAD 3 HRS FUEL ONBOARD AND THE REQUIRED 2 HRS VFR TRIP TO DRT WOULD LEAVE 1 HR ONBOARD UPON LNDG DRT. ON FEB/XX/99, DURING PREFLT FOR THE DRT TRIP, VISUAL TANK INSPECTION REVEALED NO DISCREPANCIES AND WE STILL ASSUMED 3 HRS FUEL ONBOARD. FUEL EXHAUSTION OCCURRED 1 HR AND 48 MINS ENRTE TO DRT. MGMNT: THIS ACFT IS FLOWN BY 1 PLT, PWR CHART SETTINGS ARE ALWAYS USED. ACFT PWR IS ALWAYS TARGETED FOR APPROX 75% HORSEPOWER OUTPUT. AT 6500 FT, ENG LEANED, 21 INCHES MANIFOLD, AND 2400 RPM, THE PWR CHARTS INDICATE A FUEL BURN OF 9.7 GPH. WE ALWAYS RE-LEAN WHEN CHANGING CRUISING ALTS. PAX IS APPROX 30 HRS INTO PVT PLT TRAINING. HE AND PIC RECHKD THE PWR CHARTS SEVERAL TIMES ENRTE TO DRT. MECHANICAL PROBS: ACFT WAS CHKD BY CFII AND AP MECH AND SUBSEQUENTLY FLOWN BY THAT PERSON. NO MECHANICAL PROBS WERE FOUND. WHAT ACTIONS NOW: I AM MEASURING FUEL BURN VERSUS PWR CHART VERSUS TRIP TIMES TO CONFIRM THAT THE RIGHT AMOUNT OF FUEL IS BEING USED. FOR FLT PLANNING I AM ASSUMING THAT I ONLY HAVE 3.5 HRS ONBOARD AND NOT 5 HRS, WHEN THE ACFT IS FULL. ANYTIME THE PLANE IS PARKED OVERNIGHT AND FLOWN THE NEXT DAY, IT WILL BE FILLED PRIOR TO THAT FLT.

Synopsis :

GA PLT OF CESSNA 177 WITH FUEL EXHAUSTION MAKES EMER LNDG AT LAUGHLIN AFB.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : SAF

State Reference : NM

Altitude.MSL.Bound Lower : 11500

Altitude.MSL.Bound Upper : 11500

Aircraft / 1

Make Model : Experimental Aircraft

Component / 1

Aircraft Component : Fuel Selector

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13058

Experience.Flight Time.Last 90 Days : 49

Experience.Flight Time.Type : 1253

ASRS Report : 431844

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Other : Unspecified

Narrative :

I WAS CHANGING FUEL TANKS FROM AUX TANK TO MAIN. THE SCREW HOLDING THE FUEL VALVE SELECTOR HANDLE HAD LOOSENED. THE HANDLE SLIPPED. I WAS UNABLE TO LOCATE EITHER TANK. THE MAIN HAD APPROX 2 HRS 15 MINS FUEL AND THE AUX HAD APPROX 10-15 MINS REMAINING. THE ENG LOST PWR DUE TO FUEL STARVATION. THE TERRAIN BENEATH WAS VERY INHOSPITABLE. MAINTAINING BEST RATE OF GLIDE IAS, I WAS ABLE TO REACH NM HWY 68 NEAR CELCALDE, NM. TFC WAS LIGHT. I LANDED IN THE NBOUND LANES. THE LNDG WAS UNEVENTFUL, EXCEPT FOR MY RAPID BREATHING. IN MY JUDGEMENT, THE HWY WAS THE ONLY POSSIBLE LNDG GND WHICH WOULD NOT HAVE RESULTED IN INJURY TO ME AND DAMAGE TO THE AIRPLANE. I PUSHED THE AIRPLANE INTO THE MEDIAN. I ASCERTAINED THE CORRECT POS FOR THE SELECTOR VALVE HANDLE. I TIGHTENED THE SET SCREW. THE VALVE OPERATED NORMALLY. RIO ARRIBA COUNTY SHERIFFS AND A NM STATE POLICEMAN ARRIVED. I EXPLAINED WHAT HAD HAPPENED. THE OFFICERS HELPED PUSH THE AIRPLANE ONTO THE PAVEMENT. THEY BLOCKED TFC. I DID A CAREFUL RUNUP AND TOOK OFF WITHOUT PROB. I HAVE ADDED AN ITEM TO THE PREFLT CHKLIST: MAKE SURE FUEL VALVE HANDLE SET SCREW IS SECURE. THE FUEL VALVE IS A WEATHERHEAD MODEL 6747. THE ACFT, A MUSTANG II, IS AN EXPERIMENTAL. I AM IN DISCUSSION WITH AN A&P ABOUT REPLACING THE VALVE WITH A SUPERIOR MAKE AND MODEL, IF ONE IS AVAILABLE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT HE DID NOT BUILD THE ACFT BUT HAS OWNED IT FOR MANY YRS AND HAS OVER 1200 HRS FLYING IT. THIS HAS NEVER HAPPENED BEFORE BUT MAY HAVE BEEN GRADUALLY LOOSENING FOR SOME TIME. THE MAIN FUEL TANK IS OVER THE PLT'S KNEES BTWN THE FIREWALL AND THE INST PANEL. THE FUSELAGE TANK IS BEHIND THE SIDE-BY-SIDE SEATS. THE SELECTOR ITSELF IS LOCATED ABOUT 6 INCHES FROM THE PLT'S R ANKLE. THE PLT CAN SEE THE ARROW AND ALSO LISTEN FOR THE CLICK WHEN IT SEATS PROPERLY. NORMALLY THIS IS VERY EASY TO OPERATE AND IS NOT A BAD SYS. THE PROB IS THAT THE POS OF THE SCREW IS NOT NOTICEABLE WHEN LOOKING DOWN ON IT. IT WILL ALWAYS BE CHKD DURING PREFLT FROM NOW ON UNTIL IT IS REPLACED WITH A SUPERIOR MODEL IF ONE IS AVAILABLE. RPTR DOES NOT THINK THIS IS A COMMON PROB AND SINCE HOME BUILT ACFT ARE A PRODUCT OF THE BUILDER'S DESIRES HE HAS NO IDEA HOW MANY OF THIS TYPE SELECTOR THERE MIGHT BE IN FLYING ACFT.

Synopsis :

PLT OF AN EXPERIMENTAL ACFT, A MUSTANG II, HAS THE SCREW ON THE FUEL SELECTOR COME LOOSE WHILE CHANGING TANKS AND IS UNABLE TO SEAT THE SELECTOR. ENG QUIT AND ACFT IS LANDED ON A HWY WITH NO INJURY TO PLT OR ACFT.

ACN: 431921

Time

Date : 199903

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PSB.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 916

Experience.Flight Time.Last 90 Days : 14

Experience.Flight Time.Type : 69

ASRS Report : 431921

Person / 2

Function.Controller : Radar

Person / 3

Function.Other Personnel : FSS Specialist

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING OVER PHILLIPSBURG, PA AT 7000 FT ON AN IFR FLT PLAN FROM RDU TO ROC. THE WX AT ROC WAS MVFR AND FORECAST TO DETERIORATE. I WAS CONCERNED THAT I MIGHT FINISH MY FLT WITH AN INSUFFICIENT FUEL RESERVE. I THEREFORE RESOLVED TO MAKE A PRECAUTIONARY LNDG AT PHILLIPSBURG TO REST, REFUEL AND GET A DETAILED UPDATE TO MY WX BRIEF. I SELECTED PHILLIPSBURG BECAUSE IT WAS THE NEAREST ARPT WITH AN IFR APCH AND ELMIRA, THE NEXT SIZEABLE ARPT ON MY RTE, WAS TOO FAR AWAY AND HAD WORSE WX THAN PHILLIPSBURG. ON RECEIVING MY REQUEST, ZNY IMMEDIATELY CLRED ME FOR A VFR APCH TO PHILLIPSBURG. I WAS UNABLE TO LOCATE THE ARPT AND REQUESTED AND RECEIVED VECTORS TO THE ILS APCH TO RWY 6. THE APCH WAS BUMPY BUT I COULD SEE THE APCH LIGHTS FROM 4000 FT. I COULD NOT MAKE OUT THE RWY LIGHTS, AND ASSUMED THEY MUST BE DIM AND THE PLT CTLED LIGHTING INOP. I WAS UNABLE TO INCREASE THEIR BRIGHTNESS USING PLT CTLED LIGHTING BUT THE PLT CTLED LIGHTING, OF COURSE, DID AFFECT THE APCH LIGHTS. I COULD SEE THE PLOWED RWY CLRLY IN CONTRAST TO THE SNOW-COVERED AIRFIELD, AND THE LNDG ON RWY 6 WAS STRAIGHTFORWARD. I THEN DISCOVERED THAT, ALTHOUGH THE RWY HAD BEEN PLOWED, THE TURNOFF TO THE TXWY HAD NOT, AND I HAD NO WAY TO EXIT THE RWY. I WAS UNABLE TO CONTACT ZNY BY RADIO FROM THE AIRFIELD AND DECIDED TO WALK TO THE FBO AND CONTACT FLT SVCS FROM THERE BY TELEPHONE. BEFORE CALLING, I HOPED TO HAVE RESOLVED THE PROB OF MOVING MY AIRPLANE FROM THE RWY. I DISCOVERED THE FBO WAS UNATTENDED AND LOCKED. FURTHERMORE, THE PUBLIC TELEPHONE OUTSIDE IT WAS FROZEN AND NOT WORKING. I THEN RETURNED TO MY AIRPLANE, CONTACTED ALTOONA FSS BY RADIO AND INFORMED THEM OF MY POS. THE STATE POLICE WERE CALLED, A SNOW PLOW SUMMONED AND I WAS ABLE TO RESUME MY FLT THE FOLLOWING MORNING WHEN I FLEW THE DOZEN OR SO MI TO UNIVERSITY PARK, REFUELED, AND COMPLETED MY FLT TO ROC. I REALIZE THAT MY FLT PLANNING WAS INADEQUATE. IF I HAD ANTICIPATED THE HIGHER THAN FORECAST WINDS AND IDENTED PHILLIPSBURG AS A POSSIBLE ALTERNATIVE LNDG SIGHT, FLT SVCS WOULD HAVE TOLD ME IT WAS CLOSED BY NOTAM AND I COULD HAVE FOUND A SUITABLE ALTERNATIVE. I MUST ADMIT, HOWEVER, TO BEING SOMEWHAT SURPRISED THAT ZNY DID NOT ADVISE ME OF THE STATUS OF THE AIRFIELD. WHILE I NOW FULLY APPRECIATE IT IS NOT THEIR RESPONSIBILITY TO DO SO, IT WAS UNEXPECTED THAT ATC WOULD CLR ME TWICE TO THE APCH OF A CLOSED AIRFIELD.

Synopsis :

A PIPER PA23E PLT LANDED AT A CLOSED ARPT AND IS CURIOUS AS TO WHY THE ARTCC RADAR CTLR WOULD ALLOW HIM TO DO SO.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0001 To 0600

Place

State Reference : FO

Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 2800

ASRS Report : 432081

Person / 2

Function.Flight Crew : Relief Pilot

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Approach

Person / 6

Function.Other Personnel : Dispatcher

Person / 7

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Company Review

Consequence.Other : Emotional Trauma

Consequence.Other : Flight Cancelled

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER CHKING IN AT IMRAD ON A145, JEDDAH CTL, OEID, INFORMED US THAT OUR 'DEST WAS OKBK' -- KUWAIT. WE INFORMED JEDDAH THAT OUR DEST WAS AL KHARJ. JEDDAH INFORMED US AGAIN THAT OUR DEST WAS KUWAIT, CLRED US TO MAGALA (MGA) VOR, AND THAT WE DID NOT HAVE CLRNC TO LAND AT AL KHARJ. (GRAMMAR SHORTCUTS FOLLOW.) PHONE PATCH TO DISPATCH TO RESOLVE IT. HELD IN BAHRAIN AIRSPACE AWAITING RESOLUTION. DIDN'T KNOW IF WE NEEDED, HAD OR COULD GET DIPLOMATIC/OVERFLT CLRNC INTO KUWAIT. TOLD BY DISPATCHER THAT MIL SAID TO DECLARE A FUEL EMER AND PROCEED TO AL KHARJ. BY THIS TIME IT WAS TIME TO GO SOMEWHERE FOR FUEL (NO EMER EXISTED). WE WERE CLOSEST TO KUWAIT, WITH KING KHALID ARPT (RIYADH) BTWN US AND AL KHARJ. WE DID DECLARE A FUEL EMER. TOLD BY RIYADH CTL TO PROCEED TO KING KHALID -- CANNOT BE CLRED TO AL KHARJ. AT MIL AND ACR SUGGESTION, WE DISREGARDED RIYADH CTL AND PROCEEDED TOWARD AL KHARJ. MUCH DISCUSSION AND (UNANTAGONISTIC) ARGUMENT WITH RIYADH CTL ENSUED. WE WERE STILL AT FL290. WE CONTACTED AL KHARJ APCH (OEKH). THEY SAID WE COULD LAND THERE, BUT THEY COULDN'T CLR US TO A LOWER ALT -- STILL IN RIYADH CTLED AIRSPACE. RIYADH CTL TOLD US TO PROCEED 'DIRECT KING KHALID -- WE WERE ENTERING A PROHIBITED AREA.' THAT WAS ENOUGH FOR US. WE HEADED FOR KING KHALID TO REFUEL. WE WERE ON THE GND FOR OVER 3 HRS. AT LEAST 1 1/2 HRS OF THAT WAS FOR AIRLINE TO RESOLVE HOW THE FUEL WAS TO BE PAID FOR, AIRLINE SAID DIRECT BILLING WAS ARRANGED. A SAUDI OIL COMPANY WOULD ONLY ACCEPT CASH OR CREDIT CARD. EVENTUALLY AIRLINE AUTHORIZED USE OF CREDIT CARD. CLRNC COULD NOT BE OBTAINED TO GO TO AL KHARJ. WE ENDED UP GOING BACK TO SIGONELLA WITH PAX. IN HINDSIGHT, I QUESTION MIL'S SUGGESTION (AND MY DECISION) TO: 1) DECLARE A FUEL 'EMER' AND 2) 'BE FORCEFUL' WITH RIYADH CTL AND PROCEED WITHOUT AUTH TO AL KHARJ. ALL THE CTLRS AND GND PERSONNEL WERE COURTEOUS AND EVEN SYMPATHETIC, BUT NO WAY IN HELL WERE THEY GOING TO LET US GO TO AL KHARJ. SUGGESTIONS FOR CREWS FOR FUTURE FLTS: 1) QUESTION DISPATCH PRIOR TO DEP AS TO SUGGESTED ALTERNATIVES SHOULD THIS HAPPEN AGAIN. 2) BE PREPARED FOR SUGGESTIONS FROM THE MIL THAT GO AGAINST YOUR TRAINING AND INSTINCTS. 3) TAKE AS MUCH FUEL ABOARD AS YOU CAN. 4) FIND OUT WHETHER WE CAN PROCEED TO KUWAIT IF IT IS NOT THE INTENDED DEST OR ALTERNATE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE FO WAS IN THE R SEAT OF THE B757-200 WITH THE RELIEF PLT IN THE L SEAT. AS THIS OCCURRED THE CAPT CAME TO THE COCKPIT AND MONITORED THE SIT. THE FLT WAS A MIL CHARTER THAT HAD DEPARTED SIGONELLA, SICILY. DISPATCH HAD FILED THE FLT TO OEKH, WITH THE MIL HANDLING THE COORD FOR THE 'LNDG RIGHTS.' AFTER THE RETURN TO SICILY, THE CREW WAS RELEASED AND THE FLT LEFT TO OEKH 18 HRS LATER WITH A NEW CREW AFTER THE LNDG RIGHTS ISSUE WAS CLRED UP. THE MIL COORDINATOR TOOK THE BLAME FOR MISMANAGING THE COORD BTWN THE AGENCIES BUT IT TOOK 18 HRS TO DO SO. THE MIL SAID IT WOULDN'T HAPPEN AGAIN.

Synopsis :

A B757-200 MIL CHARTER PAX FLT DIVERTS TO RIYADH, AN ALTERNATE ARPT, WHEN JEDDAH CTL, OEJD, REFUSES LNDG AUTH AT THEIR DEST ARPT OF AL KHARJ, PRINCE SULTAN, OEKH, FO. FLT HELD FOR 1 PT 5 HRS AT MGA VORTAC WHILE ATTEMPTING A LNDG RESOLUTION.

Time

Date : 199904

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LNA.Airport

State Reference : FL

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PBI.TRACON

Make Model : Centurion/Turbo Centurion 210c

Component / 1

Aircraft Component : Fuel Crossfeed

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 650

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 18

ASRS Report : 432818

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENG LOST PWR OVER ARPT. PLT FAILED TO SWITCH TANKS TO FULLEST TANK ON LETDOWN ON FLT FROM MRN TO LNA. R TANK RAN DRY OVER THE ARPT. PLT TURNED ON ELECTRIC FUEL PUMP, BUT FAILED TO SWITCH TO THE FULLER TANK. PLT ELECTED A LNDG WITHOUT PWR. LNDG SUCCESSFUL. NO DAMAGE, NO INJURIES. PLT FAILED TO SWITCH TO FULLEST TANK ON LOSS OF PWR. HUMAN PERFORMANCE CONSIDERATIONS: 1) LOW TIME IN A PLANE REQUIRING SWITCHING TANKS. (OVER 500 HRS IN AN RG WITH 'BOTH.')

2) LOW TIME IN TYPE. 3) PLT DIDN'T REALIZE HE WAS CATCHING A COLD. NEXT MORNING HE WOKE UP WITH A FEVER AND RUNNY NOSE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED NO DAMAGE WAS INCURRED WITH THE ENG OUT LNDG. THE RPTR SAID ALL OF HIS FLYING EXPERIENCE WAS IN A CESSNA CARDINAL WHERE THE FUEL TANKS VALVE IS SET TO BOTH. THE RPTR SAID HE WAS GIVEN A CHKOUT ON THE FUEL SYS A WHILE BACK BUT JUST DID NOT REMEMBER.

Synopsis :

A C210 MADE AN ENG OUT LNDG AT LNA DUE TO FUEL STARVATION CAUSED BY FAILURE TO SWITCH TO A FULL TANK.

ACN: 433220

Time

Date : 199904

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : M-7

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 650

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 618

ASRS Report : 433220

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS TRANSPORTING AN ACFT FROM JQF, CHARLOTTE, NC, TO MKE, MILWAUKEE, WI, WITH A FUEL STOP IN LUK, CINCINNATI. MY WX BRIEFING INDICATED IN THE TAF THAT MKE WAS EXPECTED TO BE 1200 FT CEILING WITH 4 MI VISIBILITY. MY ACFT WAS EQUIPPED WITH A SINGLE VOR WITH NO GS. THIS SHOULD HAVE BEEN ADEQUATE FOR A LOC APCH INTO MKE. UPON MY ARR, MKE WAS ACTUALLY 100 FT CEILING WITH 3000 FT RVR. I ATTEMPTED 2 APCHS TO MKE ILS RWY 1L LOC ONLY WITH NEGATIVE RESULTS. INQUIRY REVEALED MY ALTERNATE OF MWC, MILWAUKEE TIMMERMAN, WAS ALSO FOGGED IN. I PROCEEDED TO ETB, WEST BEND, WI, FOR A LOC RWY 31 APCH. I THOUGHT WEST BEND WOULD OFFER BETTER VISIBILITY BECAUSE IT HAS NO INTERFERENCE FROM DISTRACTING CITY LIGHTS. THE APCH INTO ETB ALSO RESULTED IN A MISSED APCH. BY THIS TIME I WAS EXHAUSTING MY FUEL RESERVE AND DECLARED MINIMUM FUEL WITH MKE APCH. I DECIDED TO HEAD S TO WHERE I KNEW THE WX WAS BETTER NEAR CHICAGO. I WAS VECTORED TO DPU, DUPAGE, IL, WHERE I HAD GND CONTACT ON MY TRIP N. WHILE ENRTE, I HAD EXHAUSTED MY FUEL IN MY R TANK AND DECLARED AN EMER. I ALSO REQUESTED A CLOSER ARPT. I WAS HANDED OFF TO CHICAGO APCH WHO VECTORED ME TO PWK, PALWAUKEE. WHILE ENRTE, I WAS NOT SURE AS TO WHETHER I WOULD MAKE PALWAUKEE, GRAYSLAKE, IL, C81 (ON THE WAY TO PALWAUKEE) AND I ATTEMPTED A VOR APCH. AT THE LAST MIN, I DETECTED THE ARPT BEACON THROUGH THE FOG AND EXECUTED A SUCCESSFUL CIRCLING APCH. ALTHOUGH I FEEL THAT NO RULES WERE VIOLATED AND I FOLLOWED PROPER PROCS, I SHOULD HAVE UPDATED MY WX RPTS INFLT. ONCE MISSING IN MILWAUKEE AND DETERMINING THAT MY ALTERNATE WAS NOT FEASIBLE, I SHOULD HAVE IMMEDIATELY HEADED TO BETTER WX INSTEAD OF WASTING TIME AND FUEL ON ARPTS WITH MINIMUM CONDITIONS WITH AN ACFT WITH MINIMUM EQUIP. ALSO UNKNOWN IF HIRL AND SEQUENCED RWY CTRLINE ALIGNMENT LIGHTS WERE FUNCTIONING ON RWY 1L IN MILWAUKEE SINCE THEY HAD BEEN INOP IN THE PAST. HATS OFF TO ATC IN MILWAUKEE AND CHICAGO IN HELPING ME SOLVE MY DILEMMA! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE PLT STATED HE SHOULD HAVE UPDATED THE WX BRIEFING PRIOR TO ENTRY INTO THE AREA.

Synopsis :

AN INEXPERIENCED MAULE M7 PLT ATTEMPTED SEVERAL APCHS AT MKE BEFORE DECLARING A LOW FUEL EMER. ORD APCH PROVIDED RADAR VECTORS TO C81 WHERE A SUCCESSFUL APCH WAS MADE.

Time

Date : 199904

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 433755

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other : Declared Fuel Emergency

Supplementary

Problem Areas : Company

Problem Areas : Weather

Narrative :

FUEL EMER. FLT PLAN TO DFW INCLUDED NO ALTERNATE AND MINIMAL HOLD FUEL. FORECAST WAS OR 25000 FT SCATTERED WITH NO MENTION OF TSTMS. AS WE APCHED THE DFW AREA, A LINE OF LEVEL 3 TSTMS DEVELOPED ACROSS THE FINAL APCH FOR RWY 35/36 AND EXTENDED E ACROSS DALLAS. WE WERE VECTORED TO A VISUAL APCH RWY 35C BEHIND AN ACR SAAB. THE SAAB DID NOT CLR THE RWY AND WE WERE SENT AROUND. INITIAL GAR INSTRUCTIONS WERE 015 DEG HDG AND 3000 FT. APCH CTL TURNED US E AND GAVE US 5000 FT THEN LATER 6000 FT. WE DECLARED MINIMUM FUEL BUT THE TSTMS AND TFC VOLUME MADE EXPEDITIOUS HANDLING IMPOSSIBLE. WITH LESS THAN 4000 LBS REMAINING AND BEING VECTORED AWAY AND HIGHER, WE DECLARED EMER FUEL. APCH CTL RESPONDED WITH IMMEDIATE VECTORS TO RWY 31R. WE LANDED WITHOUT FURTHER INCIDENT WITH 3500 LBS REMAINING. WE THINK WE COMPLIED WITH ALL CLRNCS BUT IN THE CONFUSION MAY HAVE MISSED SOMETHING. FO DID AN OUTSTANDING JOB AS DID DFW APCH.

Synopsis :

FK10 CAPT DECLARED A FUEL EMER WHEN WX AND ATC HANDLING USED HIS RESERVE FUEL.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : GA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SAV.TRACON

Make Model : Decathlon

Aircraft / 2

Controlling Facilities.TRACON : SAV.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : Fuel

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 866

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 836

ASRS Report : 433774

Person / 2

Function.Observation : Passenger

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Person / 5

Function.Other Personnel : FSS Specialist

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other : Forced Landing

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING VFR AT 1000 FT MSL ALONG THE COAST OF GEORGIA, OUR SINGLE ENG BELLANCA 8KCAB DECATHLON LOST PWR. THE PLT ENRICHED THE MIXTURE, SWITCHED TO ALTERNATE AIR, BUT THE ENG DID NOT RESPOND. THE PLT SELECTED A BEACH ON SAPELO ISLAND, MANEUVERED THE ACFT 180 DEGS AND ASKED THE PAX TO MAKE A RADIO DISTRESS CALL. THE PLT MADE A SUCCESSFUL DOWNWIND LNDG WITH NO INJURIES OR DAMAGE SUSTAINED. OUR LOCATION AND PHYSICAL CONDITION WERE RELAYED TO SAV APCH BY AN ACFT WHO CIRCLED OUR POS FOR 10 MINS. WE WERE UNABLE TO CONTACT SAV APCH FROM OUR LOCATION. A LCL RESIDENT PROVIDED US WITH 10 GALLONS OF FUEL AND WE TOOK OFF AND CONTINUED OUR TRIP. WE CALLED FLT SVC BY TELEPHONE TO RPT WE WERE SAFE. THE LIKELY REASON FOR PWR LOSS WAS FUEL STARVATION. THE PLT MISJUDGED HIS FUEL CONSUMPTION. A CONTRIBUTING FACTOR TO THE PLT'S JUDGEMENT WAS MODERATE TURB AND STRONG HEADWINDS.

Synopsis :

BL30 PLT RAN OUT OF GAS AND MADE A FORCED LNDG.

Time

Date : 199904

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON

Make Model : M-20 F Executive 21

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 1200

ASRS Report : 434043

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Declared Emergency

Resolutive Action.Flight Crew : Landed In Emergency Condition

Resolutive Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FLT DEPARTED AIY AT APPROX XA15 WITH UNLIMITED VISIBILITY. I ESTIMATED 2 HRS FUEL ON BOARD WITH INTENTIONS TO GO TO ZER DIRECT -- A 55 MIN FLT. BOTH FUEL GAUGES WERE INDICATING 1/2 AT DEP. I CONTACTED ATLANTIC CITY APCH FOR TA'S AND LEVELED OFF AT 6500 FT. SHORTLY THEREAFTER, WE WERE GIVEN PHL APCH NUMBERS AND CONTACTED THEM. I REQUESTED PASSAGE THROUGH THEIR CLASS B AIRSPACE AT 6500 FT DIRECT ZER WITH TA'S. ONLY MINS AFTER THIS EXCHANGE, I NOTICED THE R FUEL GAUGE RAPIDLY MOVING TOWARD EMPTY. MY PLT/PAX AND I WERE IN THE PROCESS OF LOOKING UP THE NUMBERS OF PTW ARPT TO DIVERT FOR FUEL WHEN THE ENG QUIT. I SWITCHED TO THE L TANK AND RESTARTED THE ENG -- THE L ENG WAS INDICATING 1/2. WHILE TALKING TO APCH TO ADVISE OF OUR CHANGE TO PTW, THE ENG QUIT AGAIN. I NOTIFIED APCH OF THE ENG STOPPAGE, WAS HANDED OFF TO THE TWR, THEN CLRED TO LAND ON RWY 35, WHICH WAS ACCOMPLISHED DEAD STICK. A TOW MOTOR FROM FBO PULLED MY MOONEY FROM RWY 35 A SHORT DISTANCE TO THEIR RAMP. THE PLANE WAS KEPT THERE UNTIL APR/XA/99 SO THAT MAINT COULD CHK THE REASON FOR THE EXCESSIVE FUEL CONSUMPTION. THEY FOUND NOTHING. IN MY DEFENSE, I HAVE BEEN FLYING 45 YRS AND HAVE NEVER RUN OUT OF FUEL. ALSO, WITH APPROX 1200 HRS IN MOONEYS, I NEVER SAW FUEL GAUGES MOVE TO EMPTY SO RAPIDLY. BOTH TANKS WERE AT OR ABOVE THE 25 GALLON TABS BEFORE DEP FROM ZER (VISUAL CHK). OUR TRIP WAS FROM ZER TO TGI. 1 HR 10 MINS, FROM TGI TO AIY 1 HR, AND FROM AIY TO PHL APPROX 25 MINS. THERE SHOULD HAVE BEEN 2 HRS 25 MINS OF FUEL ON BOARD AT THE TIME OF FUEL STARVATION.

Synopsis :

A PVT INST RATED PLT FLYING AN M20F EXPERIENCES TOTAL FUEL EXHAUSTION ENRTE FROM AIY TO ZER AND MAKES AN EMER LNDG AT PHL.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : OAK.Airport

State Reference : CA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : OAK.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 266

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 190

ASRS Report : 434126

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING FROM ONP TO PAO WHEN I DECIDED TO STOP AT OAK FOR FUEL. WHILE OVER SAU, THE R FUEL TANK SEEMED TO RUN DRY. I SWITCHED TO THE L TANK AND HEADED FOR OAK DIRECT. FUEL ESTIMATIONS HAD BEEN BASED ON THE PREVIOUS LOGGED FLYING CHARACTERISTICS OF THIS ACFT, SHOWING ACTUAL AVERAGE FUEL CONSUMPTION TO BE LESS THAN 8 GPH. BASED ON THESE CALCULATIONS, THE MAX ENDURANCE OF THE ACFT SHOULD HAVE BEEN 6 HRS 15 MINS, OR 5 HRS 30 MINS WITH A 45 MIN RESERVE. UPON APCH TO OAK, MY FLT TIME WAS 5 HRS 15 MINS. DESPITE THESE CALCULATIONS, THE L TANK SEEMED TO RUN DRY WITHIN APPROX 2 MI OF RWY 15. I SET UP FOR MAX GLIDE AND SEARCHED FOR A DESERTED ROAD WHILE HDG FOR ARPT. I ANNOUNCED 'MAYDAY XX' AND SAID I THOUGHT I WAS OUT OF GAS. I THEN SWITCHED THE FUEL TANKS AGAIN AND PUMPED THE THROTTLE. THE ENG BEGAN RUNNING AGAIN AND CONTINUED THROUGH LNDG AND TAXI TO FUEL ISLAND. THIS WAS A LONG FLT AND THOUGH I CONSIDERED STOPPING FOR FUEL AT STS, I WANTED TO GET HOME. GET HOME IT IS WAS A FACTOR, AS WAS THE ASSUMPTION THAT THE ACFT WOULD ALWAYS PERFORM AT LESS THAN 8 GPH. THE FUEL INDICATORS BOTH WORK, BUT DUE TO THE AGE OF THE ACFT, THEIR ACCURACY IS QUESTIONABLE TO ME. MY FUEL MGMNT PRACTICE IS TO ALTERNATE TANKS EVERY 30 MINS AND I USE A TIMER TO REMIND ME. NONE OF THE TANK SWITCHES WERE MISSED AS I RECORD EACH ONE ON MY KNEE BOARD.

Synopsis :

A PVT PLT FLYING A C172 FROM ONP TO PAO INADVERTENTLY EXHAUSTED A WING FUEL TANK AND ELECTED TO MAKE A PRECAUTIONARY LNDG AT OAK AFTER SELECTING THE OPPOSITE WING FUEL TANK AND RESTARTING THE ENG.

ACN: 434164

Time

Date : 199904

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LGB.Airport

State Reference : CA

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LGB.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 20

ASRS Report : 434164

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Other : OFF AIRPORT LANDING

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENG STOPPED DUE TO FUEL STARVATION. LANDED ON BEACH AT BELMONT SHORE. NO DAMAGE TO ACFT OR PROPERTY OR PERSONS. FUELED ACFT AND FLEW BACK TO LONG BEACH.

Synopsis :

A COMMERCIAL RATED PLT FLYING A HIGH WING SINGLE ENG ACFT ON A BANNER TOW LANDED ON THE BEACH AFTER THE ENG QUIT DUE TO FUEL EXHAUSTION.

Time

Date : 199905

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CDW.Airport

State Reference : NJ

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CDW.Tower

Make Model : Cheetah Tiger Traveler

Component / 1

Aircraft Component : Fuel Selector

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 287

Experience.Flight Time.Last 90 Days : 3

Experience.Flight Time.Type : 254

ASRS Report : 436769

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED HOME ARPT OF HEF ENRTE DXR WITH AN EXPECTED FLT TIME BTWN 2 - 2 1/2 HRS. PASSED CALDWELL OVER MY R WING, AND THEN DIRECTLY OVER LINCOLN PARK (A NON-TWRED FIELD N OF CALDWELL), MONITORING CALDWELL TWR FREQ FOR TFC INFO. 5 MINS OR LESS AFTER PASSING LINCOLN PARK, THE ENG DROPPED TO NEAR IDLE, RESURGED, AND DROPPED AGAIN. MY IMMEDIATE REACTION WAS TO PUSH THE MIXTURE TO FULL RICH AND PITCH TO BEST GLIDE SPD. WITH BOTH OF THESE ESTABLISHED AND THE ENG APPARENTLY RUNNING AT 1/2 PWR, I TURNED R TO HEAD TOWARD EITHER LINCOLN PARK OR CALDWELL. WITH GLIDE AND TURN TOWARD DEST ESTABLISHED, I CALLED MAYDAY ON CALDWELL TWR FREQ. CALDWELL TWR IMMEDIATELY ORDERED ALL ACFT TO REMAIN CLR. CALDWELL CLRED ME FOR STRAIGHT-IN APCH AND INSTRUCTED ME TO SQUAWK 7700. WHEN RADAR CONTACT WAS ESTABLISHED THEY IDENTED ME AS 6 MI AWAY. AT THIS POINT THE ENG AGAIN LOST PWR. I TOLD CALDWELL I WOULD BE UNABLE TO MAKE THE FIELD AND REQUESTED VECTORS TO THE NEARBY NON-TWRED FIELD. THEY INSTRUCTED ME TO TURN R APPROX 90 DEGS TO 260 DEGS, AND LINCOLN PARK WAS 4 MI DISTANT. THE ENG WAS EFFECTIVELY IDLE AT THIS POINT AND I WOULD NOT GLIDE MORE THAN 1 MI. I IDENTED A LONG SCHOOL YARD WITH MULTIPLE FIELDS AND A RACETRACK THAT SEEMED TO BE A GOOD OPTION. I INFORMED CALDWELL THAT THAT WAS MY INTENDED LNDG SPOT. WITH GLIDE ESTABLISHED AND THE FIELD MADE, I ATTEMPTED TO FIGURE OUT THE ENG PROB. FUEL AND FIRE WAS MY THOUGHT: ELECTRICAL SYS LOOKED GOOD, BUT FUEL -- I REALIZED I HAD NEVER SWITCHED WING TANKS SINCE TAKING OFF 2 HRS EARLIER. I CHKED MY APCH SPD AND TRAJECTORY ONCE AGAIN AND THEN IMMEDIATELY SET TO RESTARTING THE ENG. FUEL SELECTOR FROM THE R (EMPTY) TO THE L (FULL) TANK. PRIMED 3 QUICK TIMES. STARTER ENGAGED. THE ENG DID NOT START. I REALIZED THE LINE WAS UNPRESSURIZED. FUEL PUMP ON. PRIME AGAIN. STARTER ENGAGED. THE ENG STARTED. I ESTABLISHED CLB AND MY ORIGINAL (NBOUND) HDG. I INFORMED CALDWELL TWR THAT THE CAUSE OF THE ENG OUT WAS FOUND AND FIXED, AND APOLOGIZED QUICKLY BUT INTENSELY FOR THE EXTREME DISTURBANCE OF THE PAST MINS.

Synopsis :

GA PLT DECLARED EMER DUE TO FUEL STARVATION.

Time

Date : 199905

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 170

Component / 1

Aircraft Component : Fuel

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 83

Experience.Flight Time.Type : 40

ASRS Report : 436956

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ASKED TO FERRY THE C170B TO EVERGREEN FROM PEARSON ARPT IN VANCOUVER FOR AN ANNUAL INSPECTION AND WAS TOLD THAT THE ACFT HAD A FERRY PERMIT, WHICH I DID NOT SEE. A FEW WKS PRIOR TO THIS DATE, I HAD HELPED THE OWNER PUT 10 GALLONS OF GAS IN THE ACFT FOR TEST RUNS ON THE NEW ENG. HE HAD RUN THE ACFT SINCE HE HAD PUT THE GAS IN IT, HE TOLD ME 15-20 MINS TO CHK THE ENG GAUGES. SO I TOOK HIS WORD FOR THAT AND LOOKING INSIDE THE ACFT NOT MUCH FUEL SHOWED, SO I THOUGHT THE FLOATS WERE STUCK. THE ACFT STARTED UP RIGHT AWAY. TAXIED OUT AND DID A BEFORE TKOF CHK. EVERYTHING SEEMED TO BE DOING GREAT. TOOK OFF AND HEADED TOWARDS EVERGREEN ARPT GOING AROUND PORTLAND, OR, CLASS C AIRSPACE. THE ARPT WAS IN SIGHT AND I WAS CIRCLING TO LAND ON RWY 28 AT EVERGREEN AND THE ENG STARTED RUNNING ROUGH AND THEN QUIT. I WAS JUST OFF THE DEP END, SO I TURNED AND LANDED GOING TO THE E RWY 10 IN THE GRASS. ONE ACFT WAS TAKING OFF AND MOVED OUT OF THE WAY. I LANDED WITH NO PROBS. THE ENG HAD QUIT SO WE PUSHED IT TO THE HANGAR FOR THE ANNUAL. WHEN WE CHKED THE GAS TANKS, THEY WERE EMPTY. SEEING THE EMPTY TANKS, I THOUGHT HOW DUMB I WAS TO TAKE SOMEONE'S WORD FOR IT, WITHOUT CHKING MYSELF. IT IS AMAZING HOW I TEACH FOR SO LONG AND NOT PRACTICE WHAT I TEACH. I MADE A VERY BAD MISTAKE. THANK GOD NO ONE WAS HURT AND THE ACFT WAS NOT DAMAGED. ONE THING FOR SURE -- YOU NEVER STOP LEARNING IN AVIATION.

Synopsis :

AN INSTRUCTOR PLT TOOK A C170 ON A FERRY FLT, WITHOUT CHKING THE FUEL, TO 59S. THE ACFT RAN OUT OF FUEL AND LANDED ON THE GRASS BESIDE THE RWY.

ACN: 437427

Time

Date : 199905

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ATL.Tower

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ATL.Tower

Make Model : Xingu EMB-121 All Series

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 437427

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE LOCATED ON TXWY B, FACING E, AWAITING TKOF ON RWY 26L WHEN WE DECIDED TO RETURN TO THE GATE FOR FUEL. WE HAD BEEN TAXIING FOR OVER AN HR AND HAD EXHAUSTED OUR FUEL RESERVES. THERE WAS BAD WX TO THE NE AND ALL N DEPS WERE BEING HELD ON THE GND. THE FIRST FEW WERE BEING RELEASED WITH 30 MI IN TRAIL SPACING WHEN WE ASKED TWR FOR CLRNC TO RETURN TO THE GATE FOR FUEL. I INFORMED TWR THAT WE NEEDED TO RETURN TO THE GATE VIA RAMP X. WE WERE CLRED TO CROSS RWY 26L AT TXWY B10 AND 'JOIN TXWY E HIGH SPD, CONTACT GND, POINT 9 ON THE OTHER SIDE.' AT OUR LOCATION, THERE WAS A TXWY E11 WHICH CURVED OFF TO OUR L, ENDING IN A TXWY E, WHICH HAD A LONG LINE OF PLANES BACKED UP NEARLY TO TXWY D. TO GO L ON TXWY E11 DID NOT EVEN OCCUR TO US AS A VIABLE OPTION, SO WE BEGAN TO TAXI DOWN RWY 26L TO JOIN TXWY E7 PAST TXWY D AND ENRTE TO OUR RAMP. I READ BACK THESE INSTRUCTIONS, REALIZING THAT I HAD READ BACK 'CROSS RWY 26L, JOIN TXWY E HIGH SPD' USING AN INCORRECT FLT NUMBER. AS I WAS ABOUT TO CORRECT MYSELF, THE TWR CTLR SAID 'I MEANT FOR YOU TO JOIN TXWY E HIGH SPD TO YOUR L.' WE EXPEDITED DOWN TO TXWY C WHERE WE WERE NOW CLRED TO EXIT. THERE WAS NO SEPARATION PROB, AS THE ONLY TFC WAS HOLDING IN POS, AWAITING HIS 30 NM SEPARATION DUE TO WX. THE SIT DID NOT CREATE ANY HAZARDOUS CONDITION, BUT DID LEAVE ME THINKING ABOUT THE SUBJECT OF TXWY NAMES. IF YOU LOOK AT THE ATL CHART, ALL HIGH SPDS ENTERING TXWY E ARE TXWY E1 THROUGH TXWY E11. CTLRS OFTEN SAY 'EXIT HIGH SPD ECHO.' WHEN LNDG SINCE THERE ARE NUMEROUS HIGH SPDS NAMED ECHO, THIS CREATES THE POTENTIAL FOR MISUNDERSTANDING. I THINK THIS MISUNDERSTANDING WOULD HAVE BEEN AVOIDED ENTIRELY IF EACH HIGH SPD HAD A CLRLY DIFFERENT PHONETIC NAME, OR IF CTLRS REFERRED TO THEM AS TXWY E1 OR TXWY E2 CONSISTENTLY. IT IS DIFFICULT TO BE CLR ABOUT WHICH TXWY E TO USE WHEN THERE ARE 7 ON THAT PARTICULAR RWY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THIS IS NOT A PROB AT ATL. RWY 26L IS RARELY USED FOR LNDG TFC. WHEN THE TWR USES PHRASEOLOGY 'EXIT HIGH SPD AT ECHO' FOR LNDG RWY 26L TFC, THE PLT HAS THE OPTION, BASED ON THE SPD OF THE ACFT, TO EXIT THE RWY AT EITHER TXWY E7, TXWY E3, OR TXWY E1. IF THE TWR HAD OTHER TFC THAT WOULD BE A FACTOR TO WHAT HIGH SPD TXWY WOULD BE USED BY LNDG TFC, THEN THEY WOULD ASSIGN A PARTICULAR HIGH SPD TXWY TO EXIT.

Synopsis :

RPTR COMPLAINED THAT THE PHRASEOLOGY USED BY ATL TWR TO IDENT HIGH SPD TXWYS MAY LEAD TO CONFUSION.

Time

Date : 199905

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HDH.Airport

State Reference : HI

Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Component / 1

Aircraft Component : Fuel Distribution System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 80

ASRS Report : 438351

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

DOWNWIND FOR RWY 8 AT HOH, HI, ENG LOSES PWR, PROP WINDMILLING. IMMEDIATE TURN IN TO RWY TO LAND. UNEVENTFUL LNDG. PULLED OFF INTO GRASSY AREA NEAR TXWY. PEOPLE WHO WITNESSED EVENT TEASED ME ABOUT FUEL STARVATION BUT MY FUEL CALCULATIONS PROVED TO BE CORRECT. I LANDED WITH REQUIRED RESERVES -- ALL IN R TANK. MAINT WILL CHK FOR FUEL FLOW PROBS. DISAPPOINTED TO SEE FELLOW PLTS ASSUME THE WORSE INITIALLY AND SPREAD AN UNFOUNDED RUMOR.

Synopsis :

A C182 PLT LANDS DEAD STICK WHEN THE ENG QUILTS ON DOWNWIND JUST N OF HOH, HI.

ACN: 438504

Time

Date : 199905

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BNA.Airport

State Reference : TN

Altitude.AGL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : BNA.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Component / 1

Aircraft Component : Fuel

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 50

ASRS Report : 438504

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.FAA : Investigated

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER RECEIVING FLT PLANNING INFO FROM DUATS, AND REVIEWING PERFORMANCE CHARTS FOR THE PIPER ARCHER II I WAS FLYING, I FILED A FLT PLAN, FUELED THE ACFT, AND LEFT MINERAL POINT, WI. DURING CRUISE PORTION OF THE FLT, I KEPT LOOKING AT MY WATCH AND FUEL GAUGES AS I HAD DETERMINED I HAD APPROX 5 HRS OF FUEL ON BOARD. I LEANED THE RECIPROCATING ENG AS MUCH AS I FELT COMFORTABLE DOING (GIVEN I DID NOT HAVE A FUEL FLOW GAUGE OR FUEL COMPUTER ON THE ACFT). ON APCH TO NASHVILLE, APCH CTL KEPT ME ON APPROX A 10 MI L DOWNWIND TO RWY 2R. I ASKED FOR SOMEWHAT OF A SHORTER APCH, BUT I WAS TO FOLLOW A LEARJET. AT THIS POINT THE ENG BEGAN TO COUGH AND SPUTTER. I TURNED ON THE FUEL PUMP AND SWITCHED FUEL TANKS. I TOLD APCH I NEEDED TO GO STRAIGHT TO THE ARPT. I TURNED TOWARD THE ARPT AS THE OTHER FUEL TANK BEGAN TO RUN DRY. I KEPT SWITCHING TANKS AND ROLLING THE AIRPLANE TO GET MORE FUEL OUT, BUT I WAS ABOUT 3 MI SHORT OF THE RWY. I SAW A WIDE ROAD, AND DECIDED THAT WAS WHERE I WAS GOING TO LAND. AS I SET UP FOR MY FORCED LNDG, I NOTICED THERE WAS A RED LIGHT FOR THE TFC BELOW. I SET THE AIRPLANE DOWN WITH NO DAMAGE TO ME OR THE AIRPLANE.

Synopsis :

PA28 PLT MAKES FORCED LNDG DUE TO FUEL STARVATION.

Time

Date : 199905

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : WA

Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3300

ASRS Report : 438611

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING BTWN SAN FRANCISCO AND NARITA, JAPAN, WE LEARNED THAT 1 OF OUR PAX (4 MONTHS PREGNANT) WAS EXPERIENCING ABDOMINAL PAIN AND TENDERNESS. APPROX 300 MI OFF THE OREGON COAST, WE WERE DISPATCHED AND CLRED TO SEATTLE, WA. WHILE ON HF COVERAGE, WE PROCEEDED DIRECT TO SEDAR INTXN AND DECLARED A MEDICAL EMER. IN HASTE TO ACCOMPLISH PRE-LNDG CONFIGN FROM BEING WELL OVERWT, WE DUMPED FUEL AT FL310 W OF SEDAR INTXN AND FAILED TO ADVISE ATC. PREVIOUS HF COMS HAD BEEN TEDIOUS, AND IN TRYING TO COORDINATE RE-DISPATCH, ATC CLRNC, STATION NOTIFICATION, AND DSCNT AND LNDG CONFIGNS IN AN ABNORMAL SIT RESULTED IN A FAILURE TO ADVISE ATC THAT WE WERE DUMPING FUEL TO REACH MAX LNDG WT.

Synopsis :

ACR CREW OF WDB FORGETS TO NOTIFY ATC OF FUEL DUMP WHILE PREPARING TO RETURN TO LAND BECAUSE OF ILL PAX.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZKC.ARTCC

State Reference : KS

Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 5000

ASRS Report : 440730

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ACR X DENVER TO PHILADELPHIA, JUN/TUE/99. ENRTE WE ENCOUNTERED CONTINUOUS LIGHT TURB AT FL330, SO WE DSNDED TO FL290 FOR THE REMAINDER OF FLT. WE WERE REQUIRED TO DEVIATE AROUND A FAIRLY LARGE GROUP OF TSTMS IN THE MIDWEST. ALSO, WHEN WE ARRIVED IN PHILADELPHIA WE RECEIVED MANY DELAYING VECTORS PRIOR TO OUR APCH CLRNC. THIS SIT ARISES PERIODICALLY WHEN MANY FACTORS CHANGE DURING A FLT. THE DEV FOR WX OVER THE MIDWEST AND THE UNUSUALLY ROUGH RIDE WERE UNEXPECTED.

Synopsis :

B737 CREW ENCOUNTERED TSTMS, TURB, AND DELAY VECTORS, WHICH CAUSED THEM TO USE RESERVE FUEL.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BHM.Airport

State Reference : AL

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : BHM.TRACON

Make Model : Brasilia EMB-120 All Series

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9700

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 6000

ASRS Report : 441014

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Unwanted Situation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED FOR BHM WITH DISPATCH RELEASE FUEL. ARRIVED IN BHM AREA WITH APPROX 800 LBS. DOWNWIND FOR ILS RWY 23, ATC ISSUED GENERAL ADVISORY OF LEVEL 5 TSTM OVER ARPT. THEN ATC ADVISED THAT THEY WERE CHANGING TO ILS RWY 5. WE REQUESTED ILS RWY 5 AND ADVISED THAT WE MAY HAVE A LOW FUEL SIT. ATC ADVISED ILS WAS OFF THE AIR DUE TO LIGHTNING STRIKE. WE THEN REQUESTED DIVERT, FIRST TO MGM, THEN TO HSV. AFTER BEING TURNED TOWARD HSV, ATC ADVISED THAT ILS RWY 5 WAS BACK ON LINE. WE REQUESTED ILS RWY 5 AND DECLARED LOW FUEL EMER. SHORTLY AFTER THAT, ATC ADVISED THAT ILS WAS DOWN AGAIN. AT THAT POINT WE ACQUIRED THE ARPT VISUALLY, RPTED THAT TO ATC AND PROCEEDED TO FLY VISUAL APCH AND LANDED UNEVENTFULLY.

Synopsis :

AN EMB120 FLC DECLARED A LOW FUEL EMER AND LANDED AT BHM.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : AL

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 158

Experience.Flight Time.Last 90 Days : 8

Experience.Flight Time.Type : 117

ASRS Report : 441280

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON JUN/XA/99 I DEPARTED FROM GYH AT XA30Z. WX BRIEFING CALLED FOR VFR ENRTE WITH MVFR OVER ATHENS, GA. CEILING UP TO 20 NM RADIUS OF ATHENS WAS 6000-7000 FT MSL. ATHENS WAS SCATTERED 1300 FT BROKEN TO OVCST AROUND 4000 FT MSL. ALT ENRTE WAS 4500 FT UNTIL ATHENS WHEN I DSNDED TO 2500 FT MSL. AFTER CLRING MVFR WX AROUND ATHENS, I DECIDED TO STAY AT 2500 FT MSL. DURING FLT ABOVE 3000 FT MSL MIXTURE WAS LEANED. MADE A SHORT STOPOVER AT COLUMBUS, GA, AT WHICH TIME I TRIED TO CONTACT FSS TO EXTEND ETA AT PNS. ATTEMPTS WERE TO NO AVAIL. AFTER DEP OUT OF COLUMBUS, ALT WAS AT 2500 FT MSL. UPON REACHING OUTSKIRTS OF PNS APCH RADAR, I STARTED TO CONTACT PNS APCH. I HAD THE FREQ DIALED IN AND I PICKED UP SOME ENG ROUGHNESS. UPON INITIAL CONTACT WITH APCH, I NOTIFIED HIM OF MY DILEMMA. HE ASKED ME IF I WOULD LIKE TO CONTINUE TO MY DEST OR LAND AT A CLOSER ARPT. I INFORMED HIM I WOULD LIKE TO GET THE PLANE ON THE GND ASAP. HE TOLD ME TO CONTACT EGLIN DEP. WHEN I CONTACTED EGLIN APCH, I HAD LOST THE ENG COMPLETELY. I TOLD EGLIN I WAS ON THE RISO TO THE CRESTVIEW VOR ABOUT 20 NM OUT. AT 900 FT MSL I REGAINED PWR AND CLBD TO 2500 FT MSL. DURING THIS TIME EGLIN NEVER RPTED RADAR CONTACT. I HAD BEEN ISSUED A SQUAWK CODE AND TUNED IT IN BUT WAS NEVER PICKED UP ON RADAR. EVEN AFTER SQUAWKING 7700 I WAS STILL NOT LOCATED. EGLIN APCH CTLR ASKED FOR A POS UPDATE. I WAS ON THE 315 DEG RADIAL FROM CRESTVIEW VOR WHEN I LOST THE ENG FOR THE SECOND TIME. I LOCATED AN ARPT AND TOLD EGLIN THAT I FOUND AN AIRFIELD AND IT APPEARED TO BE MADE. I TOLD EGLIN APCH THAT THERE WERE T34'S IN THE PATTERN WHICH LED HIM TO BELIEVE I WAS AT WHITING FIELD BUT IT WAS BREWTON, AL. I COULDN'T GET IN TOUCH WITH THE T34'S AND THEY WERE USING THE OPPOSING RWY 12, SO I COULDN'T LAND ON RWY 30. I DECIDED TO SET THE PLANE DOWN IN THE GRASS INFIELD INSTEAD OF RISKING THE HEAD-ON WITH THE T34. I SECURED THE AFT, WENT THROUGH EMER CHKLIST, AND DID A SOFT FIELD LNDG. NO DAMAGE RESULTED TO THE ACFT OR PAX AND MYSELF. AFTER LNDG, I LOOKED AT THE FUEL GAUGE AND IT READ 1/4 TANK. I GOT OUT AND VISUALLY INSPECTED THE TANKS FOR THE THIRD TIME THAT DAY. THERE WAS NO FUEL ABOARD EXCEPT UNUSABLE. I LOOKED AT THE HOBBS METER AND IN 3.3 HRS I BURNT 40 GALLONS OF USABLE AND 1.7 GALLONS OF UNUSABLE. I VISUALLY CHKED THE FUEL ON PREFLT AND THE TANKS WERE TOPPED. I VISUALLY CHKED THE FUEL AT COLUMBUS AND THE TANKS APPEARED 1/2 AFTER 2 HRS OF FLT TIME. ALL C172'S THAT I HAVE FLOWN ALL BURNT BTWN 8-9 GPH -- WITH THE EXCEPTION OF THE R172K THAT HAS 195 HP AND CONSTANT SPD PROP. THIS C172 HAS A 180 HP ENG, SO I USED 10 GPH FUEL BURN RATE FOR MY FLT PLANNING CALCULATIONS. THIS WOULD HAVE GOT ME TO PNS WITH MY 30 MIN RESERVE FOR DAY TIME VFR. THE MILLION DOLLAR QUESTION: WHY DIDN'T YOU GET FUEL AT COLUMBUS? AFTER VISUALLY CHKING THE TANKS AND 'KNOWING' THAT I HAD PLENTY OF FUEL TO MAKE THE ARPT OF DEST, I DECIDED THAT I DIDN'T NEED IT! MY MILLION DOLLAR QUESTION: WHY WASN'T I INFORMED THAT THIS ACFT BURNT CLOSE TO 13 GPH? THE OPERATING HANDBOOK SAYS 10 GPH. I BELIEVE THAT IF THE FBO AT COLUMBUS MIGHT NOT HAVE BEEN BUSY, I WOULD HAVE PICKED UP SOME FUEL THERE IF FOR NOTHING ELSE, TO AVOID THE RAMP FEE. LIKE I HAVE STATED, IT DID NOT APPEAR NECESSARY. LESSONS LEARNED: 1) FAMILIARIZE YOURSELF WITH EACH INDIVIDUAL ACFT WHEN RENTING BECAUSE THE AIRPLANE MAY NOT PERFORM AS THE POH INDICATES. 2) ALWAYS GET FUEL WHEN THE WHEELS ARE ON THE GND, REGARDLESS OF THE DISTANCE OF THE ARPT OF DEST FROM CURRENT ARPT. 3) TALK TO MECHS THAT WORKED ON THE PLANE AND FIND OUT PERTINENT INFO THAT IS RELEVANT TO YOUR FLT EDUCATION ABOUT THE PLANE. ACTION TAKEN TO INSURE THIS IS NOT A REPEATED PROB: 1) WENT OVER FUEL CALCULATION WITH INSTRUCTOR. 2) RECEIVED FURTHER INSTRUCTION IN XCOUNTRY PLANNING. 3) MUCH DELIBERATION ON MY PART TO BE MORE CAUTIOUS AND CONTINUE MY FLT TRAINING AS AN EXTREME SAFETY CONSCIOUS PLT.

Synopsis :

C172 PLT LANDS WITH ENG FAILURE DUE TO FUEL STARVATION ON SECOND LEG OF FLT. DECLARED EMER AND WITH AID OF ARTCC AND GOOD LUCK, FOUND ARPT BUT LANDED OFF RWY BECAUSE OF CONFLICTING TFC. NO DAMAGE.

ACN: 441301

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : KS

Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1300

ASRS Report : 441301

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE UNDER CTL OF ATC (I THINK ZKC) AND THEY GAVE US A RERTE FOR WX AND ENRTE SPACING INTO DEN. THE RERTE SENT US WAY S TO ALAMOSA AND OUR FMS AND OUR OWN CALCULATIONS DETERMINED THAT WITH THE RERTE WE DID NOT HAVE ENOUGH FUEL TO BE LEGAL TO FLY TO DEN AND COS (ALTERNATE). WE ASKED FOR A BETTER RTE AND THEY TOLD US UNABLE. ATC THEN ASKED IF WE WERE AN EMER ACFT. WE STATED NO. THEY SAID WE COULD NOT PROCEED TO DEN ON A MORE DIRECT ROUTING UNLESS WE DECLARED A FUEL EMER. CAPT STATED THAT WE WERE DISPATCHED LEGALLY WITH ENOUGH FUEL TO LAND AT DEN AND ALSO HAVE ALTERNATE FUEL FOR COS. ATC GAVE US DIRECT DEN AND DECLARED US AN EMER ACFT. THE RERTE WOULD HAVE BROUGHT US SOME 100-150 MI OFF OUR ORIGINAL COURSE WHICH MOST ACFT WOULD NOT BE ABLE TO COMPLY WITH WITHOUT STOPPING SHORT OF THEIR ORIGINAL DEST.

Synopsis :

WHEN THE FLC OF A B737-300 ADVISED ARTCC RADAR CTLR THAT THEY DID NOT HAVE SUFFICIENT FUEL TO TAKE DELAYED ROUTING PROPOSED DUE TO WX AND TFC, CTLR DECLARED AN EMER FOR CREW IN ORDER TO GET DIRECT ROUTING.

Time

Date : 199906

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BZN.Airport

State Reference : MT

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cardinal 177/177rg

Component / 1

Aircraft Component : Fuel Quantity-Pressure Indication

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 310

Experience.Flight Time.Last 90 Days : 19

Experience.Flight Time.Type : 11

ASRS Report : 441450

Person / 2

Function.Other Personnel : FBO Personnel

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

UPON LNDG AT MY DEST, I DISCOVERED THAT THE ACFT REQUIRED 45.2 GALLONS TO FILL. THE POH LISTS 48 GALLONS USABLE WITH A MINIMUM OF 6.2 GPH. THE FLT WAS ORIGINALLY PLANNED TO TAKE 3.5 HRS, BURNING 9.5 GPH. DEVS TO AVOID WX STRETCHED THE ACTUAL TIME ENRTE TO 4.1 HRS. CALCULATIONS ENRTE SUGGESTED ADEQUATE FUEL AND THE FUEL GAUGES SHOWED ABOUT 1/8 TANK ON LNDG. I CALCULATED FUEL FLOWS FOR THE ENTIRE TRIP AFTER IT WAS OVER. I HAVE CONCLUDED THAT THE LINE PERSON THAT FILLED THE TANKS PRIOR TO THE ABOVE LEG MUST NOT HAVE FULLY FILLED THEM. THE CARDINAL LOOKS LIKE A C172 BUT HAS A THINNER WING. I CHKED THE FUEL AT PREFLT BY DIPPING MY FINGER IN THE TANKS. IT MUST HAVE BEEN AN INCH OR SO LOWER THAN NORMAL BUT I DID NOT NOTICE. CARDINAL PLTS SHOULD BE CAUTIONED THAT LINE PERSONS MIGHT NOT FILL THE TANKS ALL THE WAY.

Synopsis :

A C177 PLT DISCOVERS THAT HIS FUEL RESERVES WERE LESS THAN PLANNED AFTER ARRIVING AT BZN, MT.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 96

ASRS Report : 441635

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FLT IN QUESTION WAS THE RETURN LEG OF A XCOUNTRY FLT FROM 3SQ TO COQ. THE ACFT SUFFERED FUEL STARVATION AT THE APPROX LOCATION LISTED UNDER LOCATION ABOVE. AN OFF-ARPT LNDG WAS MADE WITH NO DAMAGE TO THE ACFT, NO INJURY TO THE PLT/PAX, AND NO THREAT TO PERSONS OR PROPERTY ON THE GND. PRIOR TO DEP FROM COQ, THE PLT OBTAINED A WX BRIEFING FROM FSS BY TELEPHONE AND REVIEWED WX GRAPHICS FROM A PVT WX VENDOR. AN IFR FLT PLAN WITH AN ESTIMATED TIME ENRTE OF 4 HRS WAS FILED WITH THE FSS BRIEFER BASED ON A WINDS ALOFT FORECAST FOR THE RTE WHICH INDICATED THAT WINDS ACROSS THE RTE WERE FORECAST TO BE FROM THE WNW WITH VELOCITIES FROM 10-20 KTS. BASED ON THE COURSE DIRECTION FOR THE FLT (165 DEGS MAGNETIC AVERAGE), THE FORECASTED WINDS SHOULD HAVE RESULTED IN A XWIND OR SLIGHT TAILWIND. THE ACFT HAD BEEN TOPPED OFF WITH 48 GALLONS OF USABLE FUEL ON ARR AT COQ FROM 3SQ AND WAS VERIFIED FULL PRIOR TO TKOF. THE TRUE AIRSPD WAS ESTIMATED TO BE 118 KTS OVER A DISTANCE OF 280 NM RESULTING IN AN ESTIMATED NO-WIND TIME ENRTE OF 4 HRS 4 MINS. THE FLT PLANNED FUEL CONSUMPTION RATE WAS ESTIMATED AT AN AVERAGE RATE OF 9 GPH FOR THE 4 HR FLT FOR A TOTAL OF APPROX 36 GALLONS. WHICH SHOULD HAVE LEFT 12 GALLONS OR APPROX 1.25 HRS IN RESERVE. GND SPD ENRTE WAS LESS THAN ANTICIPATED BASED ON THE PREFLT INFO. AT APPROX 4 1/2 HRS INTO THE FLT WHILE DSNDRG THROUGH 3000 FT FROM A 5000 FT CRUISE ALT, AT THE REQUEST OF STL APCH CTL, THE ENG BEGAN TO STUMBLE. THE FUEL GAUGES APPEARED TO INDICATE THAT BTWN 5-10 GALLONS WERE REMAINING IN EACH TANK. THE PLT SWITCHED TANKS, TURNED ON THE AUX FUEL PUMP, AND THE ENG REGAINED PWR. THE PLT ADVISED ATC OF A FUEL EMER AND REQUESTED ASSISTANCE. HOWEVER, SHORTLY THEREAFTER, THE ENG BEGAN TO STUMBLE AGAIN AND EVENTUALLY STOPPED. THE CONDITIONS WERE VMC AT THE TIME. THE PLT ESTABLISHED BEST GLIDE SPD, PICKED A LNDG SPOT, LOOKED FOR CAR/TRUCK TFC AND LANDED WITHOUT INCIDENT ON A HARD SURFACED FARM ROAD. THE PLT THEN CONTACTED FSS BY TELEPHONE TO REQUEST THAT THEY ADVISE ATC THAT EVERYTHING WAS OK. THE PLT CONTACTED PERSONNEL AT THE JERSEYVILLE, IL, ARPT AND HAD 10 GALLONS OF FUEL DELIVERED TO THE FARM WHERE THE ACFT WAS LANDED. AFTER FUELING WITH THE 10 GALLONS, LCL RESIDENTS AND JERSEYVILLE ARPT PERSONNEL BLOCKED THE ROAD FROM VEHICULAR TFC AND A NORMAL TKOF WAS PERFORMED. THE PLT FLEW DIRECTLY TO THE JERSEYVILLE ARPT APPROX 14 NM FROM THE POINT OF TKOF. AN ADDITIONAL 25 GALLONS OF FUEL WERE TAKEN AT JERSEYVILLE ARPT. THE ACFT WAS THEN FLOWN THE REMAINING 17 NM TO THE ORIGINAL DEST, 3SQ, WITHOUT INCIDENT. THERE WERE SEVERAL FACTORS INVOLVED IN THE CAUSATION OF THIS INCIDENT. 1) WINDS ALOFT SIGNIFICANTLY DIFFERENT THAN THOSE FORECAST RESULTING IN A LOWER THAN EXPECTED GND SPD. 2) A FAILURE BY THE PLT TO RECOGNIZE THE EFFECT THE DIFFERENT WINDS WERE HAVING ON FUEL ENDURANCE AND TAKE POSITIVE ACTION. 3) AN OVERESTIMATION OF ANTICIPATED RESERVES. 4) TRUSTING AND/OR IMPROPERLY INTERPING THE FUEL GAUGES. AN INCIDENT OF THIS TYPE COULD BE AVOIDED BY TAKING POSITIVE ACTION WHEN IT IS RECOGNIZED THAT THE WINDS ALOFT AND GND SPD ARE DIFFERENT THAN PLANNED FOR AND NOT RELYING ON ANTICIPATED FUEL RESERVES TO COMPLETE A FLT.

Synopsis :

A COMMERCIAL INST RATED PLT FLYING PA28-181 NEAR STL EXPERIENCES TOTAL FUEL EXHAUSTION RESULTING IN AN OFF ARPT LNDG.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GCN.Airport

State Reference : AZ

Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : GCN.Tower

Make Model : Stationair/Turbo Stationair 7/8

Component / 1

Aircraft Component : Engine

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1010

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 182

ASRS Report : 441677

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Aircraft

Narrative :

STARTING THE ACFT WAS NORMAL. ENG IDLED SMOOTHLY. ENG THEN STARTED TO DIE. I ADDED PWR THINKING THAT THE ENG WAS VAPOR LOCKING AND UPON REDUCTION OF PWR, RESUMED SMOOTH OP. ALL FLT CHARACTERISTICS REMAINED NORMAL FOR THE FIRST 1/2 OF THE FLT. THE MANIFOLD PRESSURE BEGAN OSCILLATING BTWN 29 INCHES AND 15 INCHES OF PRESSURE. TIME BTWN OSCILLATIONS WAS APPROX 2-3 SECONDS BTWN HIGH AND LOW PEAKS. THE FUEL FLOW INDICATED 4 GPH, ACTIVATION OF THE EMER FUEL PUMPS INCREASED MANIFOLD PRESSURE TO OSCILLATIONS BTWN 36 INCHES AND 15 INCHES. I TOOK THE OPPORTUNITY TO SWITCH FUEL TANKS. I THROTTLED BACK TO IDLE TO TURN FINAL. HOWEVER, BEING HIGH AND OVER THE NUMBERS I DECIDED TO MAKE A SINGLE 270-360 DEG TURN TO THE RWY TO LOSE SOME ALT. WHEN I BEGAN MY TURN I ADDED PWR SO AS NOT TO LOSE TOO MUCH ALT IN THE TURN. HOWEVER, NOTHING HAPPENED WHEN I ADVANCED THE THROTTLE. SO I AMENDED MY 270-360 DEG TURN TO ABOUT AN 85 DEG TURN AND LANDED LONG AS PLANNED. I FEEL THAT THE EVENTS THAT OCCURRED WERE MECHANICAL IN NATURE. THE QUESTION OF FUEL STARVATION HAS ALSO RISEN. THE L TANK WAS DRY UPON LNDG, ALTHOUGH THE R TANK WAS THE TANK IN USE AT THE TIME OF COMPLETE ENG FAILURE.

Synopsis :

A C207 PLT HAD AN ENG FAILURE ON LNDG AT GCN.

Time

Date : 199907

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : 06U.Airport

State Reference : NV

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Experimental Aircraft

Component / 1

Aircraft Component : Fuel Selector

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3150

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1280

ASRS Report : 441739

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FINAL APCH TO 06U, STARVED FUEL TO ENG FROM L TANK. UNABLE TO SWITCH TO R TANK SOON ENOUGH FOR RESTART. MADE PRECAUTIONARY LNDG ON HWY 93, 1 MI S OF JACKPOT, NV. NO DAMAGE TO ACFT OR AUTOS OR OTHER PROPERTY. 15 MIN TFC DELAY FOR DEP BACK TO 06U.

Synopsis :

PVT PLT OF A LONG EZ HOME BUILT RAN OUT OF FUEL ON THE L TANK 1 MI SHORT OF HIS DEST ARPT CAUSING INSUFFICIENT TIME TO SWITCH TO R TANK PRIOR TO MAKING A FORCED LNDG ON A HWY.

Time

Date : 199907

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON

Make Model : A320

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 86

Experience.Flight Time.Type : 107

ASRS Report : 441890

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Weather

Narrative :

DECLARED 'EMER FUEL' DURING UNPLANNED DIVERSION TO LAS. FLT REQUIRED TO DIVERT TO LAS DUE TO UNFORECAST DUST STORM RAPIDLY AND DRAMATICALLY REDUCING VISIBILITY AT PHX. FLT RELEASED TO PHX WITH SCHEDULED FUEL LOAD OF 11000 LBS, INCLUDING STANDARD RESERVE OF 4000 LBS PLUS 1200 LBS OF 'EXTRA FUEL.' CURRENT AND FORECAST WX FOR PHX WAS FOR VFR CONDITIONS WITH NO HAZARDS NOTED. OBTAINED ATIS WX AT TOP OF DSCNT. WX WAS CALM WINDS, 10 SM VISIBILITY, CB, 150 SCT, 250 SCT. AS DSCNT CONTINUED, APCH CTL BEGAN ISSUING AIRSPD ADJUSTMENTS AND DELAY VECTORS DUE TO DUST STORM N OF ARPT. DISCUSSED SIT WITH FLT DISPATCHER ON COMPANY RADIO. APPROX 5 MINS LATER THE SIT HAD DETERIORATED. WE WERE ADVISED THAT WE WERE #12 IN THE APCH SEQUENCE AND THAT PHX HAD BECOME IFR FOR BLOWING DUST. AS A NEW CAPT ON THE A320 MY MINIMUMS WERE 1 MI OR RVR 4500. VISIBILITY WAS DROPPING RAPIDLY. THE DISPATCHER AND I AGREED A DIVERT BACK TO LAS WAS IN ORDER. UPON REACHING CRUISE ALT, I FIRST DECLARED 'MINIMUM FUEL,' THEN TO ENSURE PRIORITY HANDLING, I DECLARED 'EMER FUEL.' OUR ONBOARD FMGS COMPUTED A LNDG FUEL OF 1200 LBS AT LAS. AN UNEVENTFUL APCH AND LNDG WAS MADE AT LAS. SHUTDOWN AT GATE WITH 1060 LBS.

Synopsis :

AN A320 FLC ENCOUNTERED UNFORECAST WX AND DECLARED A FUEL EMER FOR LNDG AT LAS.

Time

Date : 199907

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RNO.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RNO.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 10000

ASRS Report : 442028

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.None Taken : Unable

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Environmental Factor

Narrative :

THE PROB AROSE DUE TO THE B727 BEING SCHEDULED INTO RNO ARPT AND OUT ON A NON STOP FLT TO DTW WITH OVERSOLD SEATS. THIS REQUIRED CERTAIN AMOUNT OF FUEL TO REACH DEST AND A DENIED BOARDING OF PAX DUE TO WT RESTRS. THE COMPANY OBVIOUSLY WANTS TO CARRY AS MANY PAX AS POSSIBLE UP TO MAX CALCULATED WT. I QUESTIONED DISPATCH ABOUT HIS DENSITY ALT PROBS AND DISPATCH AGREED TO LOWER MY FUEL LOAD AND GAVE ME A NEW RELEASE TO THIS EFFECT. HOWEVER, I WAS TOLD BY MGMNT IF MY FUEL WAS REDUCED MY PAX COUNT WOULD GO UP TO MAKE IT STILL A MAX GROSS TKOF. I THEN INFORMED DISPATCH THAT I WOULD RATHER TAKE FUEL THAN PEOPLE BECAUSE IF I HAD A PROB I COULD DUMP FUEL WT, BUT I WANTED TO TAKE LESS PEOPLE VERSUS FUEL. I GOT RELEASE #3 WITH LESS PEOPLE, ORIGINAL FUEL. I CALLED DISPATCH BACK AND LET THEM KNOW I WAS NOT HAPPY WITH THIS DECISION. THEY ASSURED ME THAT EVERYTHING WAS IN COMPLIANCE -- EVERYTHING WAS GO. TURNS OUT THAT WE ALMOST FLEW THROUGH DEP END APCH LIGHTS DUE TO POOR PERFORMANCE. IF ANYTHING HAD HAPPENED, IE, ENG FAILURE, WINDSHEAR, DUST DEVIL, ETC, THIS COULD HAVE BEEN A CATASTROPHE FLT. I FEEL THAT THE NEED TO FILL PAX SEATS NEGATED THE LOGIC AND ADVICE BY ME AS THE CAPT AND I WAS SOLD A BILL OF GOODS THAT THE ACFT WAS WELL WITHIN GROSS WT/ALT PARAMETERS FOR A SAFE TKOF WHEN IT WAS NOT -- AND A VERY DANGEROUS TKOF AND LOW DEP RESULTED. I FEEL THAT A HIGHER PERFORMANCE ACFT SUCH AS B757 SHOULD BE USED ON THESE HOT MONTHS OPERATING FROM RNO-DTW. OR MORE OF A SAFETY MARGIN SHOULD BE ADOPTED.

Synopsis :

B727 CREW AT RNO STILL QUESTIONS ACCURACY AND INTENT OF DISPATCH AFTER TKOF HIGH ALT HOT DAY AND LONG TKOF ROLL.

ACN: 442960

Time

Date : 199907

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AOO.Airport

State Reference : PA

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 350

ASRS Report : 442960

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

HAD FUEL WHEN DEPARTED OHIO, DUE VISUAL CHK. THE GAUGES INDICATED, 1/2 TANK IN L TANK AND 3/4 IN R TANK. BURNED ALL FUEL IN L TANK AND SWITCH TO R. UPON XING OVER ALTOONA ARPT TO ENTER PATTERN THE ENG STARTED RUNNING ROUGH. I SWITCHED TANKS, TURNED ON PUMPS, INCREASED MIXTURE AND INFORMED UNICOM OF PROB AND REQUESTED TO LAND. ENG CONTINUED TO RUN ROUGH TILL PARK AND LOOKED IN GAS TANK TO SEE, NO FUEL WITH INDICATION OF 1/4 TANK ON R TANK. I RELIED ON MY FUEL INDICATIONS AND NOT ON JUDGEMENT. I SHOULD HAVE TOPPED OFF AND WILL BEFORE ANY FLT AGAIN.

Synopsis :

MOONEY PLT LANDS WITH ENG RUNNING ROUGH. POSTFLT VISUAL INSPECTION SHOWS NO FUEL. FUEL GAUGES SHOW ONE FOURTH TANK.

Time

Date : 199907

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CHA.Airport

State Reference : TN

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 6

Experience.Flight Time.Type : 50

ASRS Report : 443848

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER AIRBORNE, THE ACFT DID NOT SEEM TO BE DRAWING FUEL FROM THE FUEL CELLS IN THE WINGS BUT ONLY FROM THE NACELLE TANKS. THIS CONCERNED ME BECAUSE THEY WERE DRAWN DOWN BELOW THE 1/4 LEVEL. I WAS UNCERTAIN THEN AS TO HOW LONG I COULD SUSTAIN FLT, SO I ALTERED MY DEST FROM NASHVILLE TO CHATTANOOGA. THE CTLR THEN CLRED US FROM OUR CRUISE ALT (16000 FT) TO 12000 FT. I STARTED THE DSCNT. WHILE DSNDING, I NOTICED THAT THE R NACELLE TANK WAS NOW BELOW 1/8 TANK AND WE WERE STILL 70 MI FROM CHATTANOOGA. I WAS CONTEMPLATING DECLARING AN EMER WHEN THE CTLR CALLED AND TOLD ME I WAS 400 FT BELOW MY ASSIGNED ALTS. I MUST HAVE MISREAD THE INSTS IN MY SCAN WHILE THINKING ABOUT MY FUEL SIT. I THEN TOLD THE CTLR ABOUT MY FUEL ANOMALY AND ASKED FOR VECTORS TO THE CLOSEST FIELD. HE VECTORED ME TO GAINESVILLE, GA, AND I LANDED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT AFTER DIVERTING TO GAINESVILLE AND THE FUEL QUANTITY INDICATORS WERE CHKED ALL INDICATIONS WERE NORMAL. THE RPTR SAID HE HAD JUST MISREAD THE INSTS.

Synopsis :

A BEECH 90 IN CRUISE DIVERTED DUE TO SUSPECTED FUEL STARVATION. DURING DSCNT HAD AN EXCURSION FROM THE ASSIGNED ALT. FOUND PLT MISREAD THE FUEL QUANTITY INDICATORS.

ACN: 444120

Time

Date : 199907

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OGG.Airport

State Reference : HI

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : MD Helicopter Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 500

ASRS Report : 444120

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

FLT WAS PLANNED FOR MINIMUM FUEL RESERVES WITH 2 SHORT TOURS (SIGHT-SEEING) OUT OF ANOTHER ARPT WITHOUT ANY FUEL ON THAT ARPT. I MADE THE PLANNED FLTS ON TIME OR LESS THAN PLANNED BUT DIDN'T HAVE THE FUEL RESERVES AS PLANNED. I FLEW THE LAST LEG KNOWING I MAY HAVE TO LAND SHORT AND HAVE FUEL FLOWN OR DRIVEN TO MY LNDG SPOT (WHICH IS WHAT OCCURRED). WHEN I GOT THE LOW FUEL LIGHT, I LANDED AT A LOCATION WHERE I HOPED I COULD BE BROUGHT FUEL AND CALLED OUR BASE WITH MY CELL PHONE. I BELIEVE THAT OUR FUELER (WE WERE HOT FUELING) WAS TOLD TO FILL THE HELI ALL THE WAY, HE DID NOT FILL IT PROPERLY (IT MUST BE SLOW AND OR BURPED IN THIS TYPE). SINCE WE NORMALLY DON'T FILL THE ACFT IN THIS WAY (ALL THE WAY) I DIDN'T KNOW WHETHER OR NOT TO BELIEVE THE GAUGE AND THEREFORE I RELIED ON THE FUELER TO TOP IT OFF. IN HINDSIGHT I SHOULD HAVE DIVERTED MY SECOND TOUR WITH PAX BACK TO OUR HOME BASE ARPT FOR FUEL OR AT MINIMUM PARKED THE ACFT AT THE REMOTE ARPT (WITHOUT FUEL) AND CALLED MY EMPLOYER ABOUT HAVING FUEL SENT OUT.

Synopsis :

HELI PLT FINDS HIMSELF SHORT OF FUEL AND LANDS ENRTE TO CALL FOR MORE. SUSPECTS IMPROPER FUELING.

Time

Date : 199907

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Pneumatic System - Indicating and Warning

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1850

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 700

ASRS Report : 44231

Person / 2

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 85

Experience.Flight Time.Type : 727

ASRS Report : 44230

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1600

ASRS Report : 444560

Events

Anomaly.Aircraft Equipment Problem : Critical

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.None Taken : Unable

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 148.32

Aircraft.Aircraft Component.Value : 36.1

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

DURING CLB, THE FE ANNOUNCED THE 'LOWER AFT BODY OVERHEAT' LIGHT WAS ILLUMINATED, INDICATING A BLEED AIR LEAK IN THE AREA BTWN THE KEEL BEAM AND THE AFT STAIR COMPARTMENT. THE CAPT CONTINUED TO FLY WHILE I WORKED THE CHKLIST WITH THE FE AND RESPONDED TO RADIO CALLS. THE CHKLIST IS DESIGNED TO ISOLATE WHICH ENG IS PROVIDING THE LEAKING BLEED AIR BY EXTINGUISHING THE OVERHEAT LIGHT. HOWEVER, WE WERE UNABLE TO EXTINGUISH THE LIGHT BY FOLLOWING THE CHKLIST PROCS. WE THEN DECLARED AN EMER AND ASKED FOR VECTORS BACK TO MINNEAPOLIS FOR LNDG. AS WE BEGAN DSNDING AND TURNING TOWARDS MINNEAPOLIS, THE FE NOTED THE ACFT WAS APPROX 15000 LBS OVER MAX LNDG WT. IT WAS THEN DECIDED THAT WE SHOULD DUMP FUEL TO GET DOWN TO LNDG WT. AT OUR REQUEST ATC APPROVED FUEL DUMPING AT OUR PRESENT POS AND TO CONTINUE AS LONG AS NEEDED. A FEW MINS AFTER FUEL DUMPING HAD BEEN INITIATED, THE FE ANNOUNCED THE LOWER AFT BODY OVERHEAT LIGHT HAD EXTINGUISHED. AS WE CONTINUED DSNDING, WE NOTED THE ADVISORY ITEM OF THE FUEL DUMPING CHKLIST WHICH RECOMMENDS AGAINST DUMPING FUEL BELOW 6000 FT AGL. AS WE APCHED THIS ALT, THE FE STATED THE ACFT WAS NOW WITHIN 3000 LBS OF MAX LNDG WT. WE THEN DECIDED TO TERMINATE FUEL DUMPING DUE TO THE CLOSE POS TO THE ARPT AND BEGINNING TO SLOW THE ACFT FOR CONFIGN FOR LNDG. WE FELT LNDG SLIGHTLY OVERWT WAS BETTER THAN DUMPING FUEL DURING A POSSIBLE OVERHEAT CONDITION IN THE AFT OF THE AIRPLANE. THE CAPT LANDED THE ACFT VERY SMOOTHLY WITH THE EMER VEHICLES STANDING BY AT THE SIDE OF THE RWY. WE TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. CALLBACK CONVERSATION WITH THE RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE AIRCRAFT WAS A B727-200 AND THIS RETURN TO THE FIELD WAS THE SECOND TIME FOR THIS LOWER BODY OVERHEAT PROBLEM. THE RPTR SAID THE DAY BEFORE THIS AIRCRAFT MADE A EMER LNDG WITH THE SAME PROB. THE RPTR STATED THE CAUSE OF THE LOWER BODY OVERHEAT WARNING AND THE POSITIVE MAINTENANCE FIX IS UNKNOWN. CALLBACK CONVERSATION WITH RPTR ACN 444320 THE RPTR STATED THE CAUSE OF THE LOWER BODY WARNING IS UNKNOWN AS NO FEEDBACK WAS RECEIVED FROM MAIN ON THE CORRECTIVE ACTION.

Synopsis :

A B727-200 IN CLB AT 16000 FT DECLARED AN EMER, DUMPED FUEL AND DIVERTED DUE TO A LOWER AFT BODY OVERHEAT WARNING LIGHT. CAUSE UNKNOWN BUT CHRONIC PROB.

ACN: 444466

Time

Date : 199907

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : AR

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Component / 1

Aircraft Component : Fuel Storage System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 400

ASRS Report : 444466

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolutive Action.Flight Crew : Landed In Emergency Condition

Resolutive Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE INCIDENT OCCURRED DURING THE SECOND FLT OF THE DAY. BEFORE BEGINNING THE FIRST FLT OF THE DAY, I FILLED THE ACFT FUEL TANKS. I THEN FLEW A 1 HR FLT TO PICK UP A PAX. THE INCIDENT OCCURRED APPROX 20 MINS AFTER TKOF ON THE SECOND FLT, WITH THE PAX ON BOARD. THE R FUEL FILLER CAP HAD COME LOOSE AT SOME POINT DURING THE 2 FLTS, CAUSING ALL THE FUEL TO BE SIPHONED OVERBOARD, RESULTING IN FUEL STARVATION. THE ENG QUIT, AND I WAS ABLE TO GLIDE TO A PASTURE AND LAND SAFELY. THERE WERE NO INJURIES AND NO DAMAGE TO THE ACFT. AFTER LNDG, AN A&P EXAMINED THE ACFT AND CONCLUDED THERE WAS NO DAMAGE. WE PUT 10 GALLONS OF FUEL INTO THE TANKS, AND, AFTER MOWING AND CAREFULLY INSPECTING AN ADEQUATE LENGTH OF PASTURE TO USE AS A RWY, I FLEW THE ACFT TO THE NEAREST ARPT, CHEROKEE VILLAGE, AR. BY COINCIDENCE, THE PASTURE HAD BEEN USED AS A PVT AIRSTRIP SEVERAL YRS PREVIOUSLY, AND WAS QUITE SMOOTH. AT CHEROKEE VILLAGE, I FILLED THE TANKS, AND FLEW THE ACFT TO ITS HOME BASE. THE FUEL FILLER CAPS ON THE ACFT ARE MADE BY MONARCH, AND ARE THREADED SO THEY SIMPLY SCREW INTO THE TOPS OF THE TANKS. I CANNOT IMAGINE HOW THEY COULD WORK THEIR WAY LOOSE INFLT, SO I ASSUME I FAILED TO SECURE THE R CAP AFTER FILLING THE TANKS BEFORE THE FIRST FLT. SINCE THE ACFT WAS A C182, AND SINCE THE FILLER CAPS ARE ON TOP OF THE WING, I NORMALLY TAKE ADVANTAGE OF BEING UP ON A LADDER WHILE FUELING TO INSPECT THE TOP OF THE ACFT. I DO NOT REMEMBER EITHER SECURING THE CAPS OR FAILING TO SECURE THEM.

Synopsis :

A C182K IN CRUISE DECLARED AN EMER AND LANDED OFF ARPT DUE TO FUEL STARVATION CAUSED BY THE R TANK FILL CAP OFF.

ACN: 444896

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : KS

Altitude.MSL.Single Value : 37000

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 444896

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 444897

Person / 3

Function.Controller : Radar

Person / 4

Function.Other Personnel : Dispatcher

Events

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : ATC Human Performance

Narrative :

AFTER LBL, ZKC GAVE US A REROUTE TO ATL THEN N TO SIE CAM 3 ARR. WE ASKED WHY THE CHANGE AND THEY STATED 'WX.' I, FO, ENTERED THAT INFO INTO ACARS TO SEND TO DISPATCH AND REQUESTED A NEW TIME AND FUEL REQUIREMENTS. DISPATCH REPLIED 'WHAAAAAAT, THAT'S BIZARRE. WHAT'S THE REASON ATC GAVE YOU. THERE'S ABSOLUTELY NO WX OUT THERE. IF YOU CAN REFUSE, I'D DO IT. THE ONLY CONVECTIVE CLOUD IS AT THE S TIP OF WV. THAT'S IT, NOTHING ELSE. IF ABLE, FLAT OUT REFUSE OR REQUEST A REROUTE STL-VHP-CRL J554-JHW. J70-LVZ JFK. LET ME KNOW.' WHILE COMPLYING WITH REROUTE WE REQUESTED RTE CHANGE BACK TO STL-LVZ LENDY4. NEXT, ZID ASKED US IF WE WERE READY TO COPY REROUTE TO ATL. WE SAID WE WOULD NOT ACCEPT A REROUTE TO ATL, WE WANTED TO CONTINUE ON PRESENT RTE. CTLR ACCEPTED PRESENT RTE. NEXT CTLR, 'REROUTE, ARE YOU READY TO COPY?' AFTER VERIFYING NEW YORK WX AGAIN WE TOLD THEM WE ARE NOT ACCEPTING A REROUTE. CTLR STATED, 'COMPLY WITH THIS REROUTE OR HOLD AT IIU UNTIL YOU ARE READY TO COMPLY WITH THIS REROUTE.' SINCE FUEL WAS OUR PRIMARY CONCERN, WE DECLARED MINIMUM FUEL SINCE ANY REROUTE AND EXTENSIVE HOLDING 'TOLD TO ANTICIPATE' WAS NOT AN OPTION. NEXT CTLR, 'UNDERSTAND MINIMUM FUEL.' AGREEMENT WAS MADE DIRECT JHW. COMMENT: TO ACCEPT REROUTE NOT ONLY JEOPARDIZED FLT AND ABILITY TO COMPLY AS PLANNED, BUT ATC ESTABLISHED OUR MINIMUM FUEL SIT BY INSISTING WE COMPLY WITH IT. ONE CTLR NOT UNDERSTANDING THAT REROUTE EQUATED MINIMUM FUEL, AND NO REROUTE UTILIZING CURRENT AND FORECAST WX INFO MEANT ADEQUATE FUEL, DECLARED AN EMER FOR US. THAT PROMPTED DIRECT JFK VECTOR WHICH WE DID NOT ASK FOR AND FELT IT WAS OVERBOARD. DISPATCH CONTACTED US STATING SUPVR AT ATC COMMAND ZDC WAS NOW INVOLVED. DISPATCH MENTIONED 'I'LL LEAVE YOUR ORIGINAL FLT PLAN IN THE COMPUTER.' NOTE: OUR ACTUAL RTE SAN-JHW, HOLDING, ARR ROUTING LEFT US SERIOUSLY CONCERNED THAT ANY, ANY, DELAY WOULD PUT US IN AN EMER SIT. THAT ONLY ACCENTUATED OUR INABILITY TO ACCEPT A REROUTE. SUPPLEMENTAL INFO FROM ACN 444897: CLRED DIRECT LVZ-JFK. ZKC THEN ASKED US TO ACCEPT ANOTHER REROUTE. WE DID NOT WANT TO ACCEPT THIS DUE TO THIS CLRNC PUTTING US IN A MINIMUM FUEL STATUS. ZKC SAID OKAY. WE WERE THEN TOLD TO EITHER ACCEPT DIRECT IIU-J56 BKW-J42FAK-HCM-J121SIE-CAMR-JFK OR ENTER HOLDING. WE TOLD ZKC THIS WOULD PUT US IN A MINIMUM FUEL. ZID THEN DECLARED US AN EMER. I WAS EXERCISING MY CAPT'S AUTH TO SAFEGUARD MY FLT AND CREW. CALLBACK CONVERSATION WITH RPTR OF ACN 444897 REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT THE EXTENSIVE REROUTE WOULD HAVE PLACED THE ACFT AT A MINIMUM FUEL STATUS AT DEST AND THAT DISPATCH ADVISED THEM THAT THE WX AREA DID NOT SEEM TO BE A FACTOR. THE FLC REPEATEDLY TRIED TO CONVINCE ARTCC OF THEIR DESIRE TO REMAIN ON THE ORIGINAL RTE WHICH SEEMED TO AGGRAVATE ARTCC. THE RPTR WAS UNAWARE OF ANY OTHER FACTORS OTHER THAN WX FOR THE REROUTE AND THAT ARTCC WOULD ACCEPT THE FACT THAT THE REROUTE WOULD PLACE THE ACFT AT A MINIMUM FUEL STATE AT DEST.

Synopsis :

A BOEING 767 FLC WAS UNABLE TO ACCEPT AN ARTCC REROUTE NEAR LBL. THE FLT DECLINED THE REROUTE AND WAS THREATENED WITH HOLDING UNTIL THEY WOULD ACCEPT THE REROUTE. THE FLC HELD AT JHW UNTIL A MINIMUM FUEL STATUS REQUIRED THEM TO PROCEED TO DEST.

Time

Date : 199908

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NE

Altitude.MSL.Single Value : 3800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 43

Experience.Flight Time.Type : 700

ASRS Report : 445053

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.Other : Landing off airport

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THERE IS NO DOUBT THAT THIS ACCIDENT IS ENTIRELY MY FAULT. I TRIED TO STRETCH THE FUEL AND LOST. THIS IS THE FIRST ACCIDENT I HAD IN MY 52 YRS OF FLYING AND HOPE THE LAST ONE. I LEFT OAKLAND, CA, AND HEADED TO OSHKOSH, WI, WITH MY SON. I HAD DONE THIS TRIP LAST YR WITH THE SAME AIRPLANE. I REFUEL 3 TIMES AND SPEND THE NIGHT IN LA CROSSE, WI. THIS YR I DECIDED TO INSTALL TIP TANKS TO INCREASE MY FUEL CAPACITY FROM 90 GALS TO 122 GALS SO THAT I HAVE TO REFUEL ONLY ONCE. MY FLT CALLED FOR 180 KTS GND SPD BUT THE HEADWINDS REDUCED IT TO 154 KTS. WHEN I REALIZED THAT I DID NOT HAVE ENOUGH FUEL TO THE PLANNED STOP AT FREMONT, NE (FET), I HAD 40 MINS FUEL LEFT. THE WX AT THAT POINT WAS OVCST AND I WAS FLYING OVER THE CLOUDS. BUT THE WX WAS IMPROVING 50 MI OR SO AHEAD AND I DECIDED TO LAND AT ARTHUR (38V), NE. I WAS IN CONTACT WITH ZDV AND IN FACT I ASKED THEM FOR VECTORS AT SOME POINT BECAUSE I COULD NOT SEE ARTHUR. I CIRCLED A FEW TIMES TRYING TO LOCATE IT BUT NO LUCK. AFTER 15 MINS OF CIRCLING, THE ENG STOPPED AND I LANDED IN A MOWED HAY FIELD WHICH I HAD SPOTTED WHILE CIRCLING. THERE WERE NO INJURIES OR PROPERTY DAMAGE. THE AIRPLANE HAD MINOR DAMAGE AND THE NEXT DAY I ADDED 20 GALS OF FUEL AND TOOK OFF ALONE LEAVING MY SON TO MEET ME IN THE OGALLALA (OGA). THE LCL FBO SHOP CHKED THE AIRPLANE AND THE NEXT MORNING WE TOOK OFF FOR OAKLAND.

Synopsis :

CESSNA PLT LANDS OUT OF GAS IN HAY FIELD WHEN HEADWINDS ARE STRONGER THAN PLANNED.

ACN: 445056

Time

Date : 199906

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZID.ARTCC

State Reference : IN

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : B767 Undifferentiated or Other Model

Person / 1

ASRS Report : 445056

Person / 2

Function.Oversight : Flight Attendant In Charge

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Aircraft

Problem Areas : Cabin Crew Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE GETTING READY TO LAND IN INDIANAPOLIS (AN UNSCHEDULED LNDG) BECAUSE WE WERE RUNNING OUT OF FUEL DUE TO STORMS IN THE ORD AREA (OUR SCHEDULED LNDG CITY). WE RAN INTO TURB. I WAS GETTING INTO THE CLOSEST WHEN IT HIT. I TURNED AROUND TO GET TO THE JUMP SEAT AND WAS THROWN AGAINST THE LAVATORY DOOR. MY HAND FLEW BACK AND I HIT THE #1 FLT ATTENDANT ABOVE THE EYE WITH MY RING. HE COULD NOT WORK FOR THE REMAINDER OF THE FLT. I WAS NOT HURT.

Synopsis :

FLT ATTENDANT RPT, B767, LAX-ORD, TSTM, DIVERT TO IND TO REFUEL, TURB, FLT ATTENDANT INJURED.

Time

Date : 199908

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORL.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORL.Tower

Make Model : Cessna 152

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 593

Experience.Flight Time.Last 90 Days : 27

Experience.Flight Time.Type : 150

ASRS Report : 445590

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FUEL STARVATION OCCURRED ON SHORT FINAL DUE TO A) FAILED TO PROPERLY CHK FUEL LEVEL IN R TANK DUE TO DARKNESS. B) BUSY TFC IN PATTERN AT DEST. C) GAR DUE TO MISSED RADIO CALL. FAILED TO HOLD AND CONTACT GND DUE TO PREOCCUPATION WITH FUEL SHORTAGE.

Synopsis :

PVT PLT OF A CESSNA 152 LANDED WITH A FUEL STARVATION CONDITION AND THEN TAXIED WITHOUT CLRNC TO PARKING SINCE HE EXPECTED THE ENG TO QUIT AT ANY MOMENT.

Time

Date : 199908

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : OH

Altitude.MSL.Single Value : 33000

Component / 1

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 445629

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 372.40

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

DIVERSION. OVER DRYER VOR, WE WERE ALERTED TO A FUEL ASYMMETRY. OUR GAUGES INDICATED APPROX A 2000 LB DIFFERENCE BTWN THE L AND R FUEL TANKS. THE R TANK WAS INDICATING A POSSIBLE LEAK SUCH THAT WE MIGHT RUN OUT OF FUEL IF WE CONTINUED. IN THE INTEREST OF SAFETY, WE MADE THE DECISION TO LAND AT CLEVELAND AND HAVE THIS CHKD. A BAD LEAK WAS THE WORST CASE SCENARIO AND THE POSSIBILITY OF FIRE WAS CONSIDERED. WE ADVISED ATC TO HAVE EQUIP AVAILABLE IF THAT WERE THE CASE. THE LNDG WENT NORMAL AND THE EMER PEOPLE TOLD US THAT THERE WERE NO LEAKS. WE PROCEEDED TO THE GATE AND HAD CALLED MAINT FOR THE FIX. MAINT TECHNICIAN WAS CALLED AND THEY ADVISED ACFT HAD A HISTORY REGARDING THE RESERVE FUEL SYS INDICATING SYS. THE TANKS WERE STICKED UPON ARR AND SHOWED AN IMBAL OF ABOUT 800 LBS. MY GUESS IS THAT THIS WAS A PROB WITH THE FUEL INDICATION SYS.

Synopsis :

FK10 CREW LANDED SHORT WHEN A FUEL DISCREPANCY BECAME EVIDENT.

ACN: 445741

Time

Date : 199908

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZLC.ARTCC

State Reference : UT

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14200

Experience.Flight Time.Last 90 Days : 630

Experience.Flight Time.Type : 7000

ASRS Report : 445741

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 1000

ASRS Report : 445743

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Weather

Narrative :

ACR FLT WAS DISPATCHED FROM PHX TO SLC WITH NO ALTERNATE FUEL AND ONLY 45 MINS (3500 LBS) OF CONTINGENCY FUEL. RAPID DEVELOPING TSTMS WITH TORNADOES IN SLC NECESSITATED A DIVERSION TO GJT. THE DIVERSION WAS COORDINATED WITH OUR FLT CTL. THE FUEL BURN FROM THE FFU VOR TO GJT WAS 2700 LBS. OVER FFU, WE ESTIMATED THAT OUR LNDG FUEL WAS GOING TO BE 3000 LBS +/-100 LBS. I INFORMED ZLC THAT WE WOULD BE EMER FUEL UPON ARR IN GJT. THE FLT TO GJT WAS UNEVENTFUL AND WE LANDED WITH 3000 LBS OF FUEL.

Synopsis :

A B737-300 FLC ENCOUNTERED RAPIDLY DEVELOPING TSTMS NEAR SLC AND DIVERTED TO GJT AFTER DECLARING A FUEL EMER.

Time

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AUS.Airport

State Reference : TX

Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Fuel System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1411

Experience.Flight Time.Last 90 Days : 211

Experience.Flight Time.Type : 365

ASRS Report : 446084

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other : Off Airport Landing

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE PROB AROSE WHEN THE FUEL TANK WAS CHKED ON MONDAY MORNING. I ALWAYS CHK THE TANKS IN THE ACFT EACH MORNING KNOWING THE CARDINAL HOLDS 48 GALLONS OF FUEL. ENOUGH FOR AT LEAST 5+ HRS OF FLT. THAT MORNING, I CHKED THE FUEL BY PUTTING MY FINGER IN THE TANKS AND VISUALLY LOOKED AT IT TO SEE VISIBLE FUEL. THE L WING TANK HAS AN OVERFLOW LINE FROM THE AREA OF THE L WING FUEL FILLER NECK RUNNING INSIDE THE WING TO THE L WINGTIP DRAINING ON THE GND. I DID CHK THE FUEL IN THE L WING AND NOTICED IT WAS FULL TO THE VERY TOP. IT'S MY UNDERSTANDING THAT WHEN THE L WINGTIP OVERFLOW LINE IS DRIPPING, THEN IT'S SAFE TO ASSUME THAT THE L WING IS FULL. USUALLY AFTER TOP-OFF IT WILL DRIP A LITTLE THEN STOP. I APCHED THE ACFT THAT MORNING AND NOTICED THE L WING WAS DRIPPING AND THE NEW ASPHALT HAD FRESH FUEL SPILLED ON IT. I THEN STUCK MY FINGER IN THE R WING AND LOOKED AT MY FINGER AND NOTICED IT WAS DRY. I BARELY SHOOK THE WING AND FELT AND SAW A WET FINGER. I KNEW THAT MORNING I HAD MORE THAN ENOUGH FUEL FOR BOTH MORNING AND EVENING FLTS. MORNING FLTS RUN 1.9 HRS, NO MORE THAN 2.1 HRS. EVENING FLTS RUN 2.2 HRS TO MAYBE 2.4 HRS. WE USUALLY BURN ABOUT 9.14 GPH AND AVERAGE ABOUT 39 GALLONS PER DAY. I FLEW THE MORNING TFC WATCH FLT AND I FLEW 1.9 HRS THAT MORNING. THE EVENING FLT CONSISTED OF 1.9 HRS BEFORE THE ACFT RAN OUT OF FUEL. I FEEL THE ACFT SHOULD HAVE BEEN TOPPED OFF BEFORE THE EVENING FLT AND NOT BE RELIANT ON ASSUMING I HAD PLENTY OF FUEL BY CHKING THAT MORNING. I DID NOT CHK THE FUEL BEFORE THE EVENING FLT. IT WAS EXTREMELY HOT THAT AFTERNOON -- WELL OVER 100 DEGS WITH THE OUTSIDE AIR TEMP GAUGE READING OF 132 DEGS. NOBODY ELSE FLIES OR FLEW THIS ACFT THAT DAY BTWN MORNING AND EVENING FLTS. I ALWAYS CHK AND LOG HOBBS METER TIMES AND TACH TIMES ON OUR FLT SCHEDULE TIME SHEET AFTER EACH FLT. I WAS FLYING TFC WATCH THAT AFTERNOON AND NOTICED THE ENG RAN VERY ROUGH FOR SEVERAL SECONDS, UNTIL I SWITCHED TANKS BACK TO BOTH AFTER RUNNING ON THE R WING TANK FOR ABOUT 1 HR AFTER .9 HRS IN THE AIR. AFTER SWITCHING TO BOTH TANKS, THE ENG CONTINUED ON SMOOTHLY. I NOTICED THE GAS GAUGE ON THE R TANK WAS READING OVER 1/4 FULL. I THOUGHT WE HAD MORE THAN ENOUGH FUEL AND MAYBE THE ACFT HAD A PROB WITH RUNNING FROM THE R TANK ALONE. IT WAS AT THAT POINT THAT I SHOULD HAVE HEADED TOWARDS THE ARPT KNOWING THAT WE WERE HAVING PROBS. I PRESUMED ALSO THAT WE WILL BE LNDG SHORTLY AND SEEING THE R FUEL GAUGE FLOATING PAST 1/4 TANK AND THE L WING GAUGE READING 2 NEEDLES WIDE ABOVE EMPTY WE WERE GOING TO BE SAFE TO CONTINUE ON SINCE WE HAD ONLY .2 - .4 OF AN HR LEFT IN THE FLT BEFORE LNDG. I BELIEVE IT WAS THE LAST BIT OF USABLE FUEL IN THE FUEL LINES RUNNING TO THE CARB THAT KEPT US ALOFT FOR THE REMAINDER OF THE FLT BEFORE THE ENG COMPLETELY STOPPED RUNNING AFTER THE INITIAL PROB -- MAYBE 10-12 MINS. I FLY WITH THE ENG AT MAX LEAN FOR THE BEST FUEL ECONOMY. AFTER THE ENG QUIT, I KNEW WHERE WE WOULD LAND AND KNEW THAT WE WERE OUT OF FUEL. I TRIED TO SWITCH TANKS AGAIN AND HAD ONLY ENOUGH TIME TO SET UP THE APCH FOR A BIG FIELD LOCATED IN A PARK THAT I KNEW WAS THERE AFTER MANY TFC WATCH FLTS. I CHOSE THAT SPOT OR A GOLF COURSE TO LAND WHEN FLYING IN THE AREA FOR MY EMER LNDG SPOT. I SELECTED FULL FLAPS AND LANDED ON THE PARK FIELD NOSE HIGH A LITTLE OVER 70 KTS. I HIT A RISE IN THE TERRAIN ABOUT 70 FT AFTER TOUCHDOWN AND THE ACFT BECAME AIRBORNE AGAIN FOR 70 FT AND THEN BOUNCED OVER A ROAD PERPENDICULAR TO OUR PATH. THE ADJOINING CURB FROM THE ROAD DAMAGED THE NOSE GEAR SLIGHTLY AND THE ACFT CAME TO REST JUST AGAINST A SMALL 3 INCH IN DIAMETER TREE ON THE OTHER SIDE OF THE ROAD THAT CAUSED SLIGHT DAMAGE TO THE R WING LEADING EDGE. NOBODY WAS INJURED. OTHER DAMAGE TO THE ACFT INCLUDED THE L WING FLAP CAUSED BY A SMALL METAL POLE THAT RIPPED A HOLE IN THE FORWARD PORTION OF THE FLAP, AND THE L REAR ELEVATOR FORWARD TIP WAS SLIGHTLY DAMAGED BY THE SAME POLE. THE ENG CRANKCASE OIL WAS LEAKING OUT AND NOTICED AFTER IT STOPPED LEAKING THAT IT SHOWED TO HAVE 3 QUARTS LEFT INDICATED BY THE DIPSTICK. MY CORRECTIVE ACTION WILL BE TO TOP OFF AFTER EVERY FLT AND NOT ASSUME THAT JUST BECAUSE THE ACFT HOLDS 5+ HRS OF FUEL THAT I WILL BE SAFE TO FLY ANOTHER 2.5 HRS. IT IS MY OPINION THAT THIS PARTICULAR ACFT COULD HAVE POSSIBLY, DURING THE DAY, HAVE HAD A DRAIN XFER OF FUEL FROM THE R WING TO THE L WING AND POSSIBLY DRAINING OUT ON THE GND THROUGH THE OVERFLOW VENT LINE IN THE L WING THROUGHOUT THE HOT DAY IT SAT ON THE RAMP. I ALSO UNDERSTAND THAT THE CESSNA CARDINAL HAS BLADDER TANKS THAT ARE VERY WIDE AND NOT VERY DEEP GIVING ME A FALSE SENSE OF FUEL QUANTITY. THIS PARTICULAR ACFT ALSO HAS A SMALL LEAK ON THE INBOARD PORTION UNDER THE L WING IN THE MIDDLE VERY CLOSE TO THE FUSELAGE VISIBLE BY BLUE DYE IN THE FUEL CAUSING THE WHITE PAINT TO TURN BROWN, THEN BLACK AFTER A PERIOD OF TIME. IT NEVER DID DRIP FROM THAT POINT, BUT APPEARED TO LOOK LIKE BLACK TAR UNDERNEATH THE WING DEFINITELY CAUSED BY A SMALL PERSISTENT FUEL LEAK, AND MAYBE DUE TO THE EXCESSIVE HEAT THAT DAY AND THE PROB WITH THE LEAK UNDER THE WING AND THE TANKS DRAINING FROM ONE SIDE TO THE OTHER, A POSSIBILITY THAT THERE COULD BE MORE OF A CHANCE FOR THE FUEL TO EVAPORATE THAT HOT DAY IN THE WING LEADS ME TO BELIEVE THAT THIS COULD HAVE CAUSED THE FUEL PROB THAT DAY. OR MAYBE IT IS THE SHAPE OF THE BLADDER TANKS IN THIS PARTICULAR TYPE OF ACFT THAT LED ME TO FALSELY BELIEVE THE ACFT HAD MORE FUEL THAN IT ACTUALLY DID. EITHER WAY, I SHOULD HAVE TOPPED OFF FIRST. I ALSO FEEL THAT I LANDED PAST MY POINT OF INTENDED LNDG BECAUSE I CAME IN A LITTLE HIGH AND A LITTLE FAST. THE END RESULT WAS WHEN I TOUCHED DOWN I WAS NOT ABLE TO EFFECTIVELY USE THE BRAKES ON A GRASS FIELD. THE TERRAIN AND THE ROAD WHICH COULD HAVE BEEN AVOIDED THROUGH PROPER SPD MGMNT EARLY IN THE APCH. I ONLY HAD 1 CHANCE AT THE APCH BECAUSE THE FIELD ON THE OTHER SIDE OF THE ROAD THAT I WAS APCHING HAD A LOT OF PEOPLE PLAYING VOLLEYBALL AND WALKING IN THAT FIELD. THE END RESULT WAS THAT I PUSHED THE NOSE DOWN TO LAND QUICKER RIGHT AFTER THE MAIN GEAR TOUCHED THE GND IN A NOSE HIGH ATTITUDE. THE EXCESSIVE GND SPD FOR THE ALLOWED TERRAIN MADE THE ACFT BOUNCE OVER THE GND AT A HIGH RATE OF SPD. THERE WAS OVER 600 FT OF OPEN FIELD BEHIND THE PLANE AFTER THE ACFT CAME TO A STOP. ON THE APCH END OF THE FIELD WAS AN 80 FT BRIDGE WITH LIGHT POLES THAT ARE 40 FT IN HT ABOVE THE BRIDGE. BETTER PLANNING AND A SHORT FIELD APCH METHOD SHOULD HAVE BEEN USED FOR BETTER SPD MGMNT.

Synopsis :

A TFC RPT PLT RAN OUT OF FUEL AND DAMAGED THE ACFT LNDG IN A FIELD NEAR AUS.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 3J1.Airport

State Reference : SC

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 2500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Fuel System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 500

ASRS Report : 446315

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Airspace Violation : Entry

Anomaly.Airspace Violation : Exit

Anomaly.Ground Encounters.Other : Landed On Street

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I ARRIVED AT JNX ARPT AT APPROX XA30. I REQUESTED A TOP-OFF OF THE ACFT WHILE PREFLT WAS BEING CONDUCTED. I WAS AWARE THE ACFT HAD BEEN SITTING FOR SOME TIME, ALTHOUGH A RECENT ANNUAL INSPECTION WAS CONDUCTED. AFTER PREFLT WAS COMPLETE, I STARTED THE ACFT AND PROCEEDED TO THE RUNUP AREA. IN THE RUNUP AREA, I ESTABLISHED THE MIKE WAS NOT OPERATING WELL. I RETURNED TO RAMP AND SWITCHED FOR ANOTHER. I RETURNED TO RUNUP AND PROCEEDED WITH RUNUP AND TEST OF ACFT. EVERYTHING WAS OK, SO I WENT ON MY WAY. A DIRECT TRIP TO SAV, 248 NM AWAY, AT 2500 FT AT 70% PWR. ACCORDING TO THE FLT PLAN CALCULATIONS, THE TRIP WOULD HAVE TAKEN 2 HRS 50 MINS. AT APPROX 2 HRS 30 MINS INTO THE FLT, THE ENG STARTED TO LOSE PWR AND AN EMER LNDG WAS ACCOMPLISHED IN A STREET IN RIDGELAND, SC. NO DAMAGE TO PERSONS OR PROPERTY OR ACFT WAS CAUSED. ACFT WAS TOWED TO RIDGELAND FIELD AND TOPPED OFF WITH 24 GALLONS, CLRLY ESTABLISHING I RAN OUT OF FUEL. ONCE TOPPED OFF AT 3JI, I CAREFULLY INSPECTED ACFT FOR LEAKS AND MECHANICAL PROBS AND NONE WERE FOUND. AFTER A LONG RUNUP AND TEST TKOF RUN, I ESTABLISHED THE ACFT WAS SAFE FOR FLT AND DEPARTED FOR SAV. FROM 3JI TO SAV, A 24 NM TRIP, AND .4 HOBBS, THE ACFT WAS TOPPED OFF AGAIN WITH 5 GALLONS, CLRLY SHOWING A HIGH FUEL BURN. I DECIDED TO SPEND THE NIGHT AND IN THE MORNING PLANNED A 1 HR TRIP TO JAX AND FOLLOW CLOSELY THE FUEL BURN. AFTER CAREFUL PLANNING CONSIDERING THE WIND, I AGAIN DEPARTED TO JAX, CLOSELY MONITORING GND SPD WITH MY GPS. THE TRIP TO JAX TOOK 1.2 ON HOBBS AND AGAIN, WHEN ACFT WAS TOPPED OFF, IT TOOK 11 GALLONS. ACCORDING TO THE CRUISE PERFORMANCE CHART, A BURN FOR CONDITIONS WAS TO BE AT 5.1 GALLONS PER HR. I RE-PLANNED A TRIP FOR 1 HR TO DAB, COMPLETED FLT PLANNING, AND DEPARTED FOR DAB 85 NM AWAY. AT AN AVERAGE OF 89 KTS GND SPD, I ARRIVED IN DAB IN 1.0 HOBBS. I TOPPED OFF ACFT AGAIN AND THIS TIME IT TOOK 9.4 GALLONS, CLRLY SHOWING A HIGH FUEL BURN. ALL ALONG THE TRIP I WAS IN CONTACT WITH THE ACFT OWNER, AN A&P AND AN INSPECTION A&P.

Synopsis :

A C150 PLT REPEATEDLY PROVED, DURING 4 DIFFERENT FLTS OVER A PERIOD OF 2 DAYS, THAT HE DID NOT KNOW HOW TO PROPERLY AND SAFELY DEVELOP A FLT PLAN.

ACN: 446779

Time

Date : 199908

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : IL

Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 3000

ASRS Report : 446779

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1200

ASRS Report : 447131

Person / 3

Function.Controller : Radar

Events

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Narrative :

BECAUSE OF ATC RERTE, WE WERE ALREADY USING 1900 LBS MORE FUEL ENRTE. WE WERE GIVEN A DSCNT BY CTR TO FL290 FROM FL330. WE ASKED IF WE COULD STAY AT FL330 AS FUEL MAY BECOME CRITICAL. WE WERE ASKED IF WE WERE DECLARING AN EMER, TO WHICH WE REPLIED 'NEGATIVE.' WE WERE ALLOWED TO STAY AT FL330 AND GIVEN MORE DIRECT ROUTING, WHICH MADE OUR FUEL SIT WORK OUT WELL. ON DSCNT, WE FOUND OUT THAT SOMEONE HAD DECLARED AN EMER FOR US. WE INFORMED APCH THAT WE WERE NOT AN EMER AND NORMAL HANDLING WAS SUFFICIENT. SUPPLEMENTAL INFO FROM ACN 447131: I HAVE NOTICED INCREASED PROBS WITH THE FAA ARTCC OVER THE LAST 6 MONTHS. WE WERE DIRECTED TO DSND FROM FL330 TO FL290. WE ASKED TO STAY AT FL330 BECAUSE OF OUR FUEL SIT. ZAU ASKED US IF WE WERE DECLARING AN EMER, AND WE RESPONDED NEGATIVE. WE WERE ALLOWED TO STAY AT FL330 AND ALL WAS NORMAL UNTIL WE ARRIVED IN XYZ. APCH WAS CONCERNED AS TO OUR EMER FUEL STATE. WE NEVER DECLARED AN EMER, DISPATCH DIDN'T DECLARE AN EMER, AND WE WERE NOT TREATED AS AN EMER.

Synopsis :

A DC9 FLC ASKED TO REMAIN AT CRUISE ALT RATHER THAN DSND TO AVOID ABOVE PLANNED FUEL CONSUMPTION. UPON ARR AT DTW THE FLC DISCOVERED ARTCC HAD DECLARED A FUEL EMER FOR THE ACFT.

ACN: 447115

Time

Date : 199908

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : FL

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 350

Experience.Flight Time.Type : 100

ASRS Report : 447115

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Other Personnel : FBO Personnel

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE EVENTS LEADING UP TO THE FORCED LNDG. AFTER ARRIVING AT THE ARPT FOR A XCOUNTRY FLT, WE WERE INFORMED THAT ACFT NEEDED TO BE FUELED. WE THEN IMMEDIATELY CALLED FOR FUEL FROM THE GND CREW AT THE FBO. WE WERE THEN TOLD WE WOULD BE THIRD IN LINE TO RECEIVE FUEL. AFTER WAITING 40 MINS, I ASKED THE LINE PERSONNEL IF OUR ACFT HAD RECEIVED FUEL. I WAS TOLD THAT THE ACFT WAS TOPPED OFF. MY STUDENT THEN PROCEEDED TO THE ACFT. I FOLLOWED SHORTLY THEREAFTER. WHEN I GOT TO THE ACFT I STRAINED THE TANKS AND WE PROCEEDED WITH OUR FLT. THE THOUGHT THAT WE MIGHT NOT HAVE RECEIVED FUEL NEVER CROSSED MY MIND. AFTER ARRIVING AT 33J WE PROCEEDED TO PERFORM TOUCH AND GOES FOR ABOUT 1 HR. WE THEN PROCEEDED HOME PRACTICING VOR TRACKING. WE WERE CRUISING AT 2000 FT WHEN WE STARTED TO LOSE PWR. I PERFORMED THE APPROPRIATE EMER CHKLISTS, THEN LANDED. THE ACFT WAS UNDAMAGED AND BOTH OCCUPANTS UNINJURED.

Synopsis :

C152 LANDS ON ROAD OUT OF FUEL.

ACN: 447320

Time

Date : 199908

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ITO.Airport

State Reference : HI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ITO.Tower

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3000

ASRS Report : 447320

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

LANDED IN HILO AFTER TOUR FLT BELOW 20 MINS FUEL RESERVE DUE TO WX, APPROX 12 MINS RESERVE ON LNDG. NO OTHER PROB.
LANDED OK.

Synopsis :

ROTARY WING TOUR PLT LANDS ITO WITH LESS THAN FAR FUEL RESERVE. CITES WX.

ACN: 447712

Time

Date : 199908

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JAN.Airport

State Reference : MS

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Fuel Crossfeed

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1630

Experience.Flight Time.Last 90 Days : 79

Experience.Flight Time.Type : 11

ASRS Report : 447712

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 941

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

IN SUM: STUDENT PLT IN C172 ON SOLO XCOUNTRY GETS A LATE START ON A PLANNED BUSY DAY OF SOLO FLYING. HE ACKNOWLEDGES SEVERAL OPPORTUNITIES MISSED TO CHK AND DOUBLE CHK FUEL SELECTOR POS WHILE BEING CONCERNED WITH ENRTE WX AVOIDANCE. THE C172 ENG QUITTS FOR LACK OF FUEL AND HE SUCCESSFULLY LANDS OFF FIELD. WITH THE AID OF LAW OFFICERS BLOCKING OFF A HWY, THE RPTR IS AIRBORNE ONCE MORE. HE ADMITS THAT BEING METHODICAL USUALLY ONLY WORKS MOST OF THE TIME.

Synopsis :

C172 STUDENT PLT ON SOLO XCOUNTRY MAKES OFF FIELD LNDG DUE TO SELF IMPOSED FUEL STARVATION NEAR JAN.

ACN: 448290

Time

Date : 199909

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Component / 1

Aircraft Component : Fuel Distribution System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 448290

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON SHORT FINAL, NOTICED SOME LEANING OF ACFT TO L. NOTICED FUEL IMBAL DURING LNDG ROLL. NO UNUSUAL FORCES REQUIRED TO CTL AIRPLANE. ACFT WAS OUT OF LIMIT FOR FUEL LOAD. NOTIFIED MAINT AND BRIEFED OTHER CREW. IT APPEARED THAT FUEL HAD NOT BEEN FEEDING FROM L TANKS. LESSON LEARNED TO KEEP STRICTER VIGILANCE TO FUEL EVEN ON VERY SHORT FLT SEGMENTS.

Synopsis :

CREW FINDS FUEL IMBAL AFTER LNDG.

Time

Date : 199909

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GLS.Airport

State Reference : TX

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Fuel System

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Indicating and Warning - Fuel System

Aircraft Reference : X

Problem : Design Deficiency

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3300

ASRS Report : 449401

Person / 2

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other : Off Airport Lndg in Water

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

VFR FLT FROM HAMMOND, LA, TO GALVESTON, TX, FILLED BOTH TANKS TO THE BRIM BEFORE DEP. RECENT COMPLETE TOP OVERHAUL AND REPLACEMENT OF MAGNETOS WITH NEW MAGNETOS AND HARNESSSES. DEPARTED HMU AT XA08 AND HAD FLT FOLLOWING ALONG THE RTE. BEAUTIFUL AND UNEVENTFUL FLT UNTIL APCHING GALVESTON. I HAD DSNDED SLOWLY FROM 4500 FT TO 2500 FT AND HAD THE ARPT IN SIGHT FROM OVER GALVESTON CITY PROPER. AT APPROX 5 MINS FROM THE ARPT, THE ENG COUGHED. I TURNED TOWARD THE BEACH, THEN THE ENG QUIT. I ROCKED THE WINGS, TRIED CHANGING THE FUEL SELECTOR FROM BOTH TO EACH L AND R, TRIED PUMPING THE THROTTLE, ETC. DON'T RECALL WHETHER OR NOT I SWITCHED THE MAGNETOS OFF AND ON. IT WAS APPARENT THAT THE ENG WOULD NOT RESTART, SO I PLANNED TO PUT THE PLANE DOWN IN THE SAFEST PLACE. THE SEAWALL ROAD TFC AT XB00 WAS HVY, THERE WERE NO AVAILABLE FIELDS, SO I CHOSE THE BEACH. THERE WERE JETTIES JUTTING OUT INTO THE WATER, AND RIP RAP NEAR THE SEAWALL, LEAVING A SOMEWHAT NARROW AREA OF BEACH, AND THERE WERE PEOPLE ON THE BEACH. I CHOSE THE SURF NEAR THE BEACH, FEELING THAT THIS WOULD KEEP ME FROM HURTING ANYONE ELSE IN THE ATTEMPT TO LAND. OF COURSE, THE PLANE FLIPPED OVER ON LNDG, BUT NEITHER I NOR MY PAX WERE HURT. NO SCRATCHES, NO BRUISES, NO INJURY. THERE HAD BEEN A FUEL FLOW PROB IN THIS AIRPLANE BEFORE, AND I THOUGHT IT HAD BEEN WORKED OUT. THE FUEL GAUGES HAD NOT BEEN READING ACCURATELY, BUT THE FACT THAT 1 TANK TOOK 10 GALLONS AND THE OTHER ABOUT 11 GALLONS MADE ME THINK THAT THEY WERE FEEDING EQUALLY. THE GAUGE ON THE R WASN'T COMING DOWN AS FAST AS I THOUGHT IT SHOULD, BUT THE TANKS HAD BEEN FLOW CHKED AND I HAD BEEN TOLD TO FLY BY TIME AND TO ALWAYS KEEP THE SELECTOR ON 'BOTH.' STILL, I SHOULD HAVE BEEN MORE SUSPICIOUS IN RETROSPECT. I HAVE ANOTHER CESSNA WHERE THE L TANK FEEDS MUCH FASTER THAN THE R, EVEN THOUGH IT IS ALWAYS ON THE 'BOTH' SETTING. IT IS DANGEROUS TO TAKE ANYTHING FOR GRANTED WHEN FLYING. IN THE FUTURE. I'LL PAY MORE ATTN TO MY INTUITION AS WELL.

Synopsis :

C175 PLT LANDS IN WATER AFTER FUEL STARVATION WITH 24 GALLONS OF FUEL ON BOARD.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Single Value : 24000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9400

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1500

ASRS Report : 451040

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

IN SUM: ACR CREW ARRIVED IN THE APCH AREA OF A MAJOR ARPT WITH LIMITED FUEL TO FIND ARRS WERE BEING DELAYED DUE TO WX. AFTER BEING GIVEN AN INITIAL HOLD CLRNC AND ENTERING THAT HOLD, CREW INQUIRED AS TO EXPECTED FURTHER ROUTING AND DELAY. THEY WERE ADVISED THEIR ROUTING WOULD BE AS PLANNED AND THEY COULD EXPECT HOLDING AT A DOWN LINE FIX WITH AN EXPECT FURTHER CLRNC TIME THAT WAS BEYOND THEIR FUEL RESERVE REQUIREMENTS. CONFERRING WITH THEIR DISPATCHER, THE DIVERSION STATION WAS CHANGED TO ALLOW FOR MORE RESERVES AND HOLDING WAS ACCEPTED AT THE DOWN LINE FIX. IN THE RUSH TO PROGRAM AND FMS FOR THE HOLDING, THE DIRECTION OF THE HOLD WAS ENTERED INCORRECTLY AND HOLDING WAS COMMENCED ON THE WRONG SIDE UNTIL NOTICED BY ARTCC. A NEW CLRNC WAS GIVEN AND THE CORRECT PATTERN WAS FLOWN. SHORTLY THEREAFTER, WITH ADEQUATE FUEL ON BOARD, CLRNC WAS RECEIVED TO DEST FOR A SUCCESSFUL ARR.

Synopsis :

ACR LOADS FMS INCORRECTLY AND FLIES THE ERROR UNTIL NOTICED BY ARTCC.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CRQ.Airport

State Reference : CA

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Fuel

Aircraft Reference : X

Problem : Improperly Operated

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2800

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 100

ASRS Report : 451497

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT WAS ON A FLT FROM FORTUNA ARPT, CA, TO MONTGOMERY FIELD, CA. PLT DEPARTED AT XA00 AND THE ETA AT MYF IN SAN DIEGO WAS XE00. PLT WAS ROUTINELY SWITCHING BTWN THE L AND R FUEL TANKS EVERY 30 MINS. AT APPROX 5-6 NM W OF CRQ ARPT, CA, THE ENG BEGAN SURGING AND LOSING PWR. THE ACFT WAS IN CRUISE FLT AND THE PLT IMMEDIATELY FOLLOWED ENG-OUT PROCS FOR CRUISE FLT AS PER THE CESSNA T210 OPERATING MANUAL. AFTER NOT BEING ABLE TO REGAIN FULL PWR THE PLT DECIDED THE BEST COURSE OF ACTION WAS TO MAKE AN EMER LNDG AT CRQ ARPT. THE PLT DECIDED TO KEEP THE ACFT LIGHT ON ONCE A SAFE LNDG WAS ASSURED. A SAFE, UNEVENTFUL LNDG WAS MADE AND THE ENG PWR AND MIXTURE WERE CUT OFF DURING LNDG ROLLOUT. THE ACFT COASTED SAFELY OFF THE RWY AND ONTO THE PARALLEL TXWY. THE PLT REQUESTED IT BE TOWED TO PARKING. THE ACFT WAS DETERMINED TO HAVE 450.3 LBS OF FUEL AVAILABLE FOR FLT AT FORTUNA ARPT, CA, AFTER SUBTRACTING 16.0 LBS FOR TAXI AND TKOF. IT WAS DETERMINED, DURING PREFLT PLANNING, THAT IT WOULD TAKE 383.9 LBS FOR AN ALMOST DIRECT FLT TO MONTGOMERY FIELD, SAN DIEGO, CA, AT 11000 FT CRUISE ALT. THE FUEL REMAINING WAS TO BE 66.4 LBS UPON ARR AT MYF ARPT. THIS ALLOWED FOR THE 45 MIN RESERVE FOR VFR NIGHT FLT. THE WINDS ALOFT FOR THE RTE OF FLT VARIED BTWN 310 DEGS AND 030 DEGS. THE ACFT HAD A TAILWIND THE ENTIRE FLT AND THE AVERAGE GND SPD WAS 170 KTS. THE PLT REFUELED THE ACFT AT CRQ ARPT AFTER A 1 HR REST PERIOD. THE PLT THEN RAN THE ENG FOR 20 MINS TO NORMALIZE THE FUEL INJECTION SYS. THE PLT DETERMINED THE ACFT TO BE AIRWORTHY AND CONTINUED THE FLT TO MONTGOMERY FIELD, SAN DIEGO. THE PLT SUSPECTS A POSSIBLE FLOODED ENG CONDITION DEVELOPED DURING EMER PROC.

Synopsis :

AN EXPERIENCED GA PLT, FLYING A CESSNA T210 EXPERIENCED A LOSS OF PWR AND MADE AN EMER LNDG AT CRQ.

Time

Date : 199911
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : MO
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Controlling Facilities.ARTCC : ZKC.ARTCC
Make Model : B727-200

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 6000
ASRS Report : 454817

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Radar

Person / 6

Function.Oversight : Supervisor
Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance

Narrative :

SCHEDULED FLT FROM ORD TO MSY. JUST PRIOR TO DEP WE WERE REROUTED BY ATC. WHILE ENROUTE TO SGF ATC REROUTED US AGAIN. IN DISCUSSIONS WITH THE CREW WE CONSIDERED DIVERTING FOR FUEL BUT IT WAS A SEVERE VFR DAY SO WE ELECTED TO REQUEST A CLB TO FL370. WE ALSO TOLD ATC (NOT SURE IF IT WAS KANSAS CITY OR FORT WORTH CTR) THAT WE HAD MINIMUM FUEL. WE WERE SUBSEQUENTLY HANDED OFF TO HOUSTON CTR WHO CLRED US TO FL310. WE ASKED IF HE KNEW OF OUR MINIMUM FUEL STATUS AND HE REPLIED THAT HE HAD TO HAVE SEPARATION. I AGAIN ASKED IF HE KNEW WE HAD MINIMUM FUEL AND ASKED IF DECLARING AN EMER WOULD AVOID VECTORS AND LOWER ALT. UPON ARR IN MSY WE WERE GIVEN A TELEPHONE NUMBER TO CALL THE SUPVR AT HOUSTON CTR. FROM OUR DISCUSSION I LEARNED THAT OUR ORIGINAL DECLARATION OF MINIMUM FUEL WAS NEVER PASSED ALONG TO HOUSTON CTR. WHEN I QUESTIONED THE CTLR ABOUT THE DSCNT AND WX HE KNEW WE WERE A MINIMUM FUEL ACFT. HE APPARENTLY THOUGHT I WAS 'CRYING WOLF' TO AVOID A TURN AND A LOWER ALT. ACCORDING TO THE SUPVR THEY HEAR 'MINIMUM FUEL' 20 TIMES A MONTH FROM 'OTHER AIRLINES' AND HAVE APPARENTLY BECOME DESENSITIZED TO THE TERM. THE SYS HAS FAILED IF 'OTHER AIRLINES' USE THIS TERM AS A ROUTINE WAY TO SHAVE A COUPLE MINUTES OFF A FLT WHEN THEY ARE REALLY NOT MINIMUM FUEL. IN THE FUTURE I'LL JUST DIVERT AND GET MORE FUEL RATHER THAN TRUST AN ATC SYS THAT SIMPLY CAN'T HANDLE ANYTHING OUT OF THE ORDINARY. CALLBACK CONVERSATION WITH THE RPTR REVELED THE FOLLOWING INFO: THE FLC HAD DECLARED A MINIMUM FUEL STATUS TO THE PREVIOUS ARTCC CTR. ZHU ARTCC CLRED THE ACFT FOR A VECTOR HDG. THE RPTR REPLIED THAT HE COULD NOT ACCEPT A VECTOR HDG AWAY FROM DEST AND IF NECESSARY HE WOULD DECLARE A FUEL EMER. HE WAS ASKED TO CALL ZHU AFTER LNDG. DURING THE CALL TO THE ZHU SUPVR THE RPTR WAS TOLD THAT THE PRECEDING ARTCC CTR HAD NOT FORWARDED THE MINIMUM FUEL RPT. FURTHER, THE RPTR WAS TOLD THAT A SPECIFIC ACR DECLARED MINIMUM FUEL SO FREQUENTLY THAT THE CTLRS HAD BECOME SOMEWHAT DESENSITIZED. THE RPTR EXPRESSED CONCERN THAT THE ABUSE OF THE MINIMUM FUEL STATUS WOULD LEAD TO FUEL EMER OR FUEL DIVERSIONS UNLESS CORRECTED.

Synopsis :

A B727 CREW WAS UNABLE TO GET REQUESTED ROUTING AFTER DECLARING A MINIMUM FUEL STATUS FROM ZHU ARTCC.